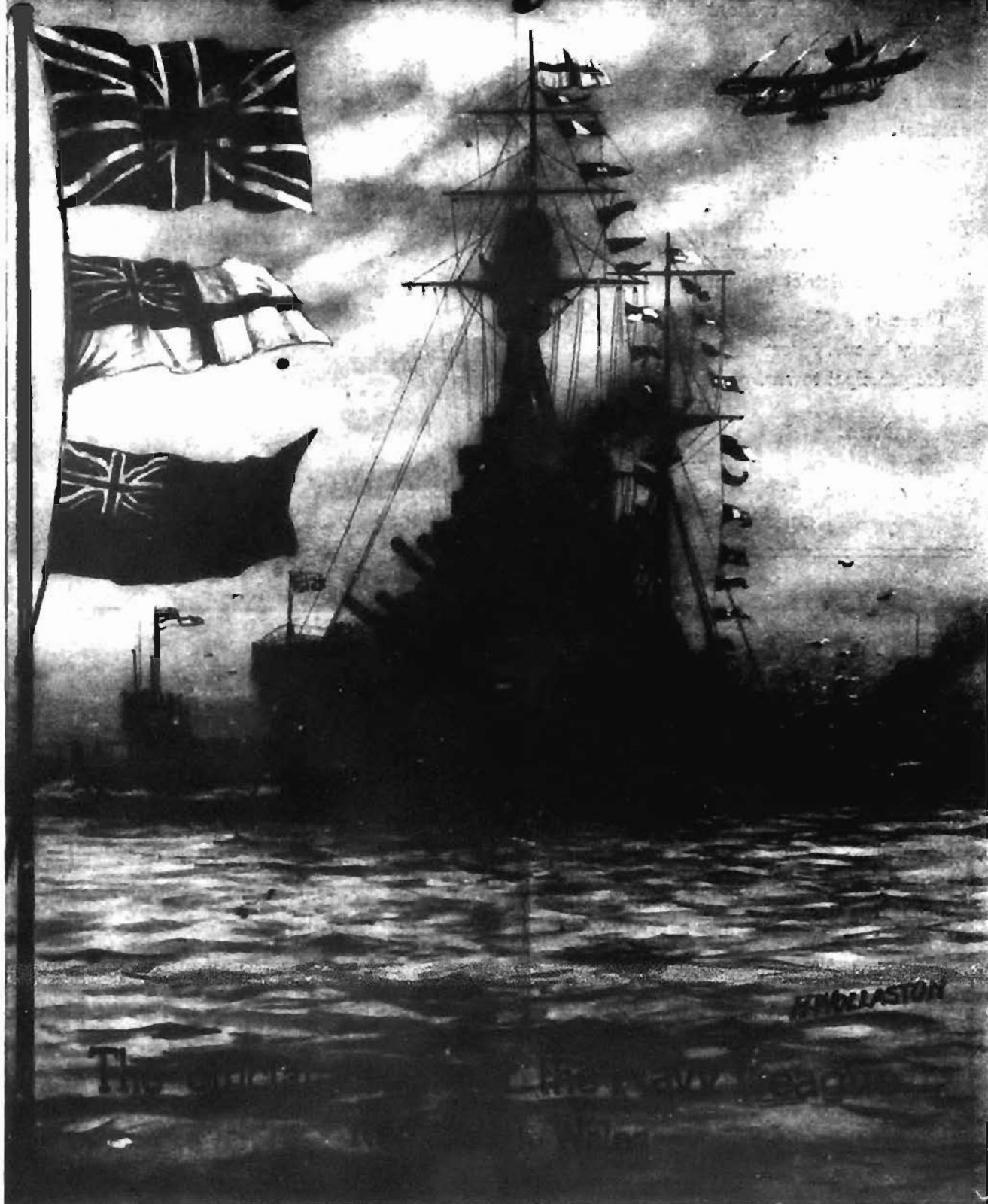


Vol. 7. No 6

OCTOBER, 1926

NELSON NUMBER.

# The Navy League Journal



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The Editor: The Navy League

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# The Navy League Journal

Vol. VII. No. 5.

SYDNEY, SEPTEMBER, 1926.

PRICE 30.

## The Trafalgar Lesson—Lest We Forget.

NELSON was beloved by his ship's company, in fact by every Tar in his fleet and worshipped by the general public ashore. In those rude, hard years of struggle, when, for the most part His Majesty's vessels were manned by "pressed men," it would seem well-nigh impossible for a leader to hold his men with such unwavering affection and loyalty unless there was some very outstanding and humane quality of attraction in the man himself. The secret of Nelson's genius, apart from dogged determination and strength of will and decision, lay in a magnetic personality which appealed both to the learned and unlearned, the seaman and landsman alike.

He emerged at a time when the meaning of sea-power was fast becoming dimly realised as a principle. Though ill-defined and nebulous it seems to have seized the groping national consciousness; deep down and in the background it ever loomed as an urgent necessity and reality.

Perhaps Nelson's greatest work was this victorious demonstration of the need to maintain sea-power if the growing Empire were to thrive in safety; of the necessity to establish in a whole-hearted manner adequate protection for the widening and increasing trade routes; of continuous insistence on sufficient distribution, disposition and strength of fleets for the conveying of troops and protection of food avenues should the occasion arise; and this again involved a standard of power that could more than cope with the sea-armaments of possible enemies.

The issue of the long-drawn-out Napoleonic wars, though lasting until 1815, was in reality decided by the defeat of the joint French and Spanish fleets off Trafalgar Oct. 21st, 1805.

Napoleon's concentration and exercise of mind on the sea and the projected invasion of England at this period shows that his astute brain was aware that sea-dominion was the open-sesame for his world-empire dreams. The British fleet had for long been a thorn in his side, blocking his over-sea projects of conquest and vigilantly blockading European coastlines that were under his sway. To Napoleon the destruction of Nelson's fleet would have been a step—a certain and imperative step in his gigantic scheme.

In the culminating victory off Trafalgar lustre and prestige were added to British arms; but it proved more than a mere victory and later was seen to be the true and decisive factor, influencing inexorably the course of subsequent events. Ten years later, after varying and diverse fortunes, Napoleon, and all that he stood for, crumbled eventually into impotency. Napoleon in his hey day over-ran Europe; made and broke countries, states and dynasties; but his nearest and bitterest enemy went immune by reason of her ships and a great leader.

Nelson's victories, therefore, apart from their brilliance and their invaluable contribution to Britain's naval traditions and eminence, proved indisputably the supreme importance of sea-power. Since that date a fairly comprehensive notion of what sea-power means has been ingrained in the minds of British people throughout the world; and in place of haphazard means and the 'casualty knowledge and vision of the few, there has sprung up a collective consciousness of the meaning of this creed. And that this may be nurtured and ever increased is the province and responsibility of the world-wide Navy League.

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## Marooned on Penguin Island.

The Doings of John Duce and the Saying of William Privett.

From Risdon Creek to the Island of Juan Fernandez.

(BY THOMAS D'UNHAIN, M.A.)

WHEN that engaging rascal, Amasa Delano, was caught in a storm off Juan Fernandez, the island of Alexander Selkirk, in 1804, he consulted his boat's crew, but found little help or counsel in them. The only one that retained his presence of mind was a certain William Privett, a prisoner of the Crown from Van Diemen's Land, who coolly remarked that he had lived through a worse storm on the night when he and his companions crossed Banks Straits after taking the King's boat from the Derwent.

Behind this casual remark lies one of the strangest of the many strange tales of the sea which stud the early history of Australia. We know but little of John Duce, the man who commanded the little crew that fought through the storm in Banks Straits, but he seems to have been a man of unusual qualities.

At the end of 1803 the only settlement in what is now Tasmania was that at Risdon Creek on the Derwent, where John Bowen was the Commandant. Bowen had a whaleboat, and one Saturday evening this boat came in late. As the weather was bad it was not brought up the creek, but was left at the point near the mouth of the stream.

Noticing this John Duce, William Esom and Joseph Culver decided to take the boat and run for it. They asked John Harris, William Privett, James Smith and Thomas Mullens to go with them, saying that they could easily reach New Zealand. Privett, Mullens and Harris urged that they should try rather to reach Timor, which strikes one as a more difficult undertaking.

They stole some planks and ran down the Derwent by night. Next day they put into a harbor where Culver, who was a carpenter, "raised upon" the boat.

DUCE WANTS TO TURN PIRATE.

When this had been done they sailed north along the east coast of Tasmania. A quarrel over the leadership arose between Duce and Smith, but it was patched up, and when Esom proposed to shoot Smith the others took the gun from him.

When they neared the north-east corner of Tasmania they put into a harbor, probably the Bay of Fires or Anson's Bay, where they obtained fish and some kind of greens. There they divided into two messes, one consisting of Duce, Esom, Culver and Mullens, and the other of Harris, Privett and Smith.

Duce, who seems to have had the makings of a very fine pirate, now suggested that they should go over to the islands of Bass Straits and seize the first sailing vessel that they should meet with (for the islands of the Straits were still the great sealing ground of Australasia).

He urged that if they did not see a vessel in the Straits they should go boldly on to Sydney and cut one out there. After all only five years later Robert Stewart and his companions did seize the brig Harrington in Port Jackson and got clear away as far as the Philippines, where H.M.S. Dédaigneuse forced them to run their vessel ashore after a fight. Probably they were the only convicts who ever fought a British ship of war.

Smith was against the plan of taking any vessel. He, Harris and Privett, having heard of King Island, proposed that they should go there and get away on one of the sealing vessels that visited the island.

As a first step they ran across Banks Straits, which separates Cape Barren Island from the mainland of Tasmania, and it was here that they weathered the storm that left such an impression on Privett's mind.



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### THE MAROONING OF SMITH.

They stopped at the first island which they reached with the idea of obtaining more fish. Smith was sent to get some water in a mug, and while he was away Duce and his party pushed the boat off. Harris and Privett called on Duce to stop for Smith, to which Duce replied:—"Let him go to Hell."

Privett and Harris lowered the jib and unshipped the foresail, on which Duce told them that if they did not set the sails again he would shoot them. As Duce and his friends had the two guns Smith was left marooned on the island.

As the runaways managed to kill eight seals they were now well supplied with food and they went on to Hogan's Bay, Cape Barron Island. Duce now proposed that they should cover the boat with sealskins and run to New Zealand. Others urged that they should try for King Island.

Before this point was decided, a party of sealers employed by Campbell's, of Sydney, with Sparks as their head man, came into the bay. Some of these men knew Duce and asked him where he had come from. He at once replied that he was going to Sydney from the Derwent with despatches from Bowen for Governor King.

The sealers may or may not have believed this story, but they gave Duce some provisions. When their boat had been covered Duce and his crew set a sail for the Sisters, off Flinders Island, but a storm drove them back to Cape Barron.

There Duce, Esum and Culver took sixty or seventy sealskins from a stock belonging to the sealers. Unluckily for them Sparks and his men returned and noticed the theft before they had time to get away.

### ENTER AMASA DELANO.

Fearing, as he said, that they might try to seize his vessel Sparks put the runaways on Penguin Island. Three days later Sparks went to Penguin Island and took Harris and Mullens into his sealing gang, leaving the others still on the island.

When the sealing schooner Edwin touched at Cape Barron her master, Stewart, took Harris and Mullens to King Island with him. Mullens went ashore there with a sealing gang, while Harris

stayed on the Edwin as cook and went with her to Port Phillip, where he told the story of his escape to Robert Knopwood, the Chaplain of the Settlement (soon afterwards removed to the Derwent).

Of what happened later to poor Smith or to that "hardened, desperate villain," Duce (as Governor King called him) there is no record. Smith may have remained the Robinson Crusoe of his little isle, but probably he was picked up by some of the sealers who then visited all the accessible islets and rocks of the Straits. That this is what happened to Duce, Esum and Culver may perhaps be deduced from the farther adventures of William Privett.

For Privett was one of the seventeen "prisoners of the Crown" who crossed the Pacific with Amasa Delano when that mariner's two ships, the Pilgrim and the Perseverance, left the Straits for the coast of Chile.

Amasa Delano was a New Englander, one of the many Yankee captains who visited Australasian waters in search of sealskins and oils. Between 1790 and 1810 he made three voyages round the world, touching at all kinds of lost corners and strange places.

### A SWARM OF STOWAWAYS.

Amasa was a man of some education, and after he had retired from the sea to settle in Boston he wrote the story of his life, and an amazing book it is. Not Pepps himself was franker in his admissions, and after all Pepps did not write for publication.

This, however, is by the way. Towards the end of 1803 Delano came to Kent's Bay, on Cape Barron Island, and spent some months searching for seals and not finding nearly as many as he would have liked. However, he did one good stroke of business. He picked up the Colonial cutter, bound from Sydney to the Derwent with Bowen on board, drifting about with a disabled rudder. Delano took the Integrity safely to the Derwent and received from Bowen a bill drawn on Governor King for £400. King paid it, but as Amasa plaintively observes, he was quite rude to Samuel Delano whom Amasa cautiously sent to collect the £400. The bill was paid largely in wheat, sugar and nails.

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When the Pilgrim and the Perseverance left Kent's Bay 17 "convicts contrived to stow themselves away on board," as Amasa puts it. It seems a large number for two comparatively small vessels, and it may be supposed that no very close search was made. Delano had lost some men on the voyage and was no doubt not averse to shipping a few more hands.

Yet he soon had reason to complain bitterly of the ingratitude of the "Botany Bay" men. He says that, understanding, that was the right treatment for them, he gave them some floggings on the run across the Pacific, but even this did not keep them in good order.

At Juan Fernandez, Amasa went ashore in his whaleboat. This had been perhaps the richest sealing ground ever discovered by the Americans, and it is said that in seven years they took 3,000,000 skins from the islands.

### GENEROSITY OF THOMAS O'HIGGINS.

Now, however, Amasa found the island occupied by a party of Spaniards commanded by Thomas O'Higgins, who seems to have been a son or nephew of the great Ambrose O'Higgins, the poor Irish boy who became Captain-General of Peru and Chile. Thomas warned the Americans off. "But as it was coming on to blow he very obligingly allowed us to take some of the stones from the beach for ballast," says Amasa.

In spite of the stones the boat had a very rough passage, during which William Privett made the historic remark about the crossing of Bass Straits.

Rebuffed at Juan Fernandez, Amasa put in at the island of Maria, off the coast of Chile. Here five of the Botany Bay men, of whom Privett was probably one, though this is not stated, stole one of Delano's boats and ran away. A little later three more contrived to get ashore on the mainland of Chile. Not unnaturally they very soon got into gaol. Having done so they wickedly and maliciously told the Spanish authorities that Amasa was a pirate. This accusation cut him to the heart, but he tells us that he succeeded in convincing the authorities that the charge was a fabrication.

With the Juan Fernandez episode William Privett disappears from history. Probably he

remained in Chile and he may have become a respected citizen. This is what happened 30 years later to the convicts who ran away with the Frederick from Macquarie Harbour (Tasmania) and sailed her to Valdivia where they settled down as tradesmen and became householders and men of substance till a new Governor arrived who gave some of them up to a British cruiser while the others took a vessel and sailed away, no man knew whither.

As to Duce, Esom and Culver it may be that they reached New Zealand after all. Stranger things happened in those days. And if they were desperate ruffians, they were, as Privett proved, men of courage and coolness.

## News and Fixtures for the Month.

On Saturday, the 16th October, at 2.30 p.m., the McMaster Gold Medal for proficiency in semaphore signalling will be competed for by the sea cadets. With the collaboration of the District Naval Officer (Commander Quick, R.N.), who has appointed examiners from his staff to conduct and judge the contest, the event should prove of great interest to those who wish to see our boys at their training. Birchgrove Oval has been fixed for the rendezvous and visitors will further witness inter-Company tug-o'-wars.

Thursday, the 21st October, the Nelson Night Concert at Royal Naval House, Grosvenor-street, City, is scheduled to commence at 8 p.m. Members and supporters are cordially invited.

On Saturday, 23rd October, on the occasion of the opening of the yachting season, the Royal Sydney Yacht Squadron has invited the Navy League Sea Cadets to race for an aneroid barometer. The course is off Kirribilli, and Companies are allowed to enter service pulling boats which are duly handicapped. The entries are confined to the branches of the Navy League.

## Naval Notes from Europe.

(by a Special Correspondent)

While undergoing refit, the British submarine Hsg sank in Devonport Dockyard on August 9, with the loss of six lives. This vessel which was in 1918, under the War Programme, belongs to the third submarine flotilla and acts as tender to the Devonport depot ship MAIDSTONE.

The battle-cruiser *RANOWN* which has been definitely chosen to convey the Duke and Duchess of York to Australia in January, will proceed via the Panama Canal to New Zealand. She was last in Australian waters in 1920 with the Prince of Wales.

The British Atlantic Fleet is proceeding to Scotland early in September, and will spend most of the month in northern waters carrying out practices under the command of Admiral Sir Henry Oliver.

The two 8,000-ton French cruisers *DUGUAY TROUIN* and *LAMOTTE-PIQUET* recently completed successful official trials when they both attained a speed of 33 knots. They have practically no armour and are designed specially for mobility.

The British battle-cruiser *REPULSE* which has been under repair has now been recommissioned, and left Portsmouth for service with the Atlantic fleet.

On the occasion of the recent call of the Italian cruisers *PISA* and *FERRUCIO* at Brest, the Socialist Mayor refused to receive the Fascist officers, and as a consequence the proposed visit of the Italians to the Town Hall had to be abandoned. The cruisers are now visiting British ports.

All the known facts in the possession of the British Admiralty respecting the loss of the cruiser *HAMPSHIRE* which struck a mine laid by the German *U75* and sank off the Orkneys with Lord Kitchener on board in 1916, have been published by the Government to allay the many reports which have persisted for so long.

Under the new constructional programme the Spanish navy is to be increased by three 'Washington' type cruisers and twelve submarines. In addition naval air stations are to be constructed at Cartagena, Vigo and Mahon.

A party of Argentine cadets, who are making a tour of the naval stations round the United Kingdom, recently visited Dartmouth, Plymouth and Portsmouth dockyard where they were taken over the *VICTORY* and the battle-cruiser *Hood*.

A warm welcome was given the United States destroyers *CASE* and *ISHERWOOD* on the occasion of their visit to Aberdeen recently. They are making a tour of European waters.

The British depot ships *BLenheim* (built 1890) and *HECLA* (built 1878 as the *BRITISH CROWN*) have been prepared for sale and moored in the Medway, pending disposal.

The 'lever target' invention of Lieutenant G. Smith for exercising crews in the management of ships' guns has been adopted by the British Admiralty.

The Norwegian Coast Defence vessel *TORDESKJOLD* in the course of a cruise recently paid a few days' visit to Dublin.

Rear-Admiral Aubrey Smith, who was passing through Paris to Geneva in connection with his duties as British Naval Representative on the League of Nations, was thrown from his horse while riding and received injuries which temporarily laid him up.

Commodore the Duke of Montrose, who served his time under sail and is the mainspring of the Scottish Division of the R.N.V.R., is still trying to persuade the British public schools to take the same interest in the Navy as they do in the Army.

After a North Sea cruise during which she visited the Faroe Islands and Norwegian ports the sloop *HARKELL*, flagship of the Minesweeping and Fishery Protection Flotilla, has returned to Devonport.

The British battleship *THUNDERER* which is being scrapped under the Washington Treaty, has paid off in preparation for sale.

Extensive repairs are to be carried out in the British cruiser *CALEDON* at a cost of about £65,000. For this purpose she has been relieved in the Second Cruiser Squadron Atlantic Fleet by the *CAMBRIAN*, and paid off into dockyard control.

Three destroyers for the German Navy were recently launched in one day at the Wilhelmshaven naval yard. Vice-Admiral Bauer, the former Commander-in-Chief of the German submarine forces, was present at the ceremony. A further big destroyer programme has been mooted—the ships left under the Versailles Treaty to be scrapped to make room for new vessels.

The old British battleship *AGAMEMNON*, built in 1906, is shortly to be replaced by the *CENTURION* and go to the scrappers. She has recently been used as a wireless-controlled target ship for the Atlantic fleet.

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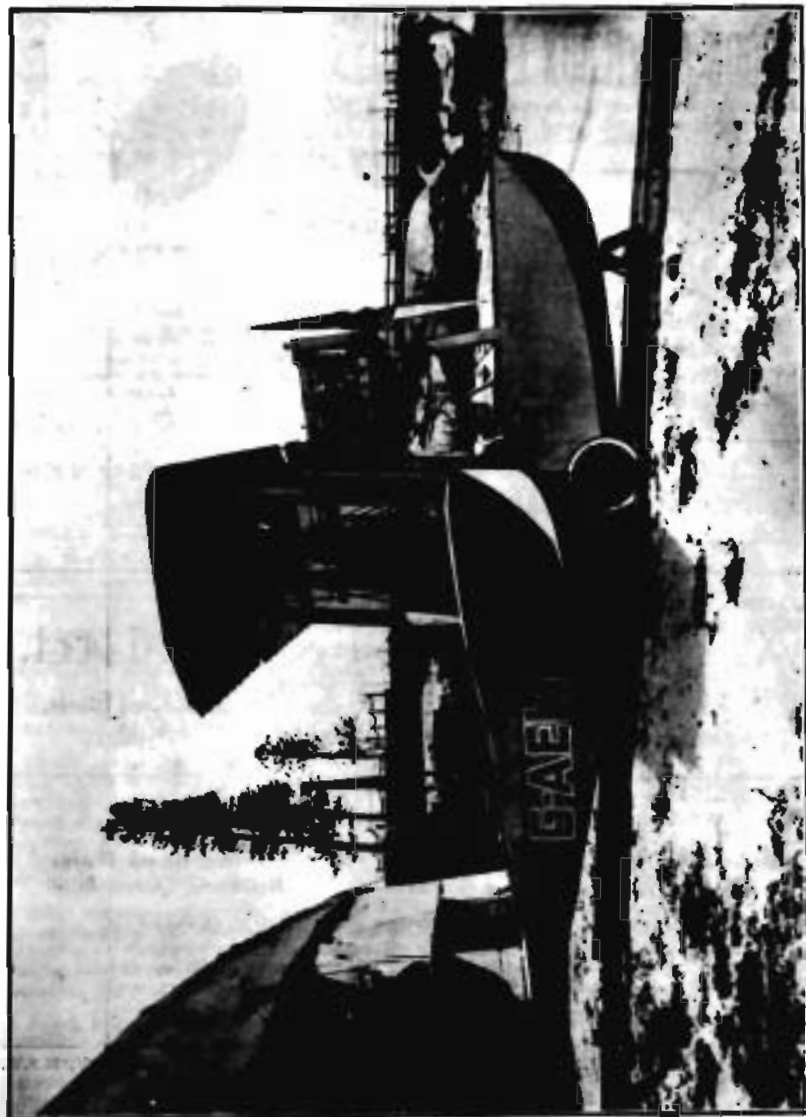
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**NAVAL NOTES—Continued.**

A British Admiralty order recently issued states that officers who have been attached to the Fleet Air Arm may on conclusion of that service qualify as specialist officers in another branch.

In the course of her first cruise since relieving the PITTSBURGH the cruiser MEMPHIS flagship of Vice-Admiral Roger Welles, commanding the U.S. naval forces in Europe, recently paid a week's visit to Belfast.

The British destroyer VIVIAN has taken the place in the Fifth Flotilla of the VORTIGERN which has paid off into reserve at Portsmouth for re-tubing.

The French sloop VILLE D'Ys, laid down for the British Navy as the ANDROMEDA under the 1916 War Programme and turned over to the French Navy, has been visiting Montreal and Nova Scotian ports.

After being absent from their base since June 22, visiting Adriatic ports the Mediterranean Fleet, under Admiral Sir Roger Keyes, returned to Malta about the middle of August.

One of the most brilliant strategists of his day, Vice-Admiral Sir H. W. Richmond, K.C.B., who was flag captain in the original Dreadnought and who during the war was on the Admiralty War Staff, has been appointed to be Commandant of the Imperial Defence College. The function of the college will be the training of a corps of officials in the broadest aspects of Imperial strategy.

A sum of about £19,000 has been raised in Britain to save the old Trafalgar battleship IMPLACABLE (originally the French DUGAY TROUIN, '74). She is to be maintained as a training ship if a further £6,000 can be collected.

The last British War Programme submarine the L.26 is now undergoing trials. It is expected she will be put into service in September.

The British battleship RAMILLIES acted as guardship to the royal yacht VICTORIA AND ALBERT during the Cowes Yachting Week in August.

Vice-Admiral Charles B. Miller, A.D.C., who saw service at the Dogger Bank action and the battle of Jutland as Captain of the NOTTINGHAM was killed in a motoring accident recently, at the age of 59.

Under the new French naval constructional programme, seven submarines, one cruiser, four torpedo boats and three destroyers are to be built between now and June, 1927.

The British Atlantic Fleet recently held their regatta at Torbay. The battle cruiser HOOD, which secured the greatest number of points, was awarded the Silver Cock.

The former British gunboat PLOVER, which was built in 1888, is to be placed on the sale list for scrapping. For many years she has been employed on harbour service at Gibraltar, the latter part of the time for the storage of boom defence gear.

**THE WIDGEON.**

The photograph on the opposite page shows the Widgeon flying boat, with the La Perouse monument in the background. Peculiar interest attaches to her as she is the first flying boat designed and built in Australia. The machine (G-AEKB) was built at the R.A.A.F. Experimental Section Randwick, N.S.W., and designed by Sqd.-Ldr. L. J. Wackett as a "Commercial Passenger Carrier." Its engine is a 260-h.p. high-compression Siddeley "Puma," normally developing 1,600 revolutions per minute. The accommodation provides for five persons inclusive of the pilot. Special features of construction and fittings comprise a detachable dinghy; anchor and capstan gear; very accessible engine installation; and folding wings.

Undergoing a series of trials last April, the report thereon shows that these were carried out thoroughly with very satisfactory results. The report states "The aircraft is considered to have a very good performance, and to meet all the requirements of a small single-engined flying boat. It embodies a large number of new and desirable features, and has demonstrated conclusively that up-to-date and satisfactory aircraft can be constructed from local resources in Australia."

**PRESENTATIONS.**

The following presentations will be made at Royal Naval House on Nelson Night: Conchraire, Shield—Drummoynne Company; Viking Watches for punctuality; McMaster Gold Medal for Signalling; Flag to Bondi-Rose Bay Company, which Mrs. Mayne will present on behalf of Mrs. Hamilton-Marshall; Tug-o'-war Medals.

## Collingwood's Dispatches.

EXTRACT FROM THE LONDON TIMES, NOVEMBER 7th, 1805.

(Original kindly furnished by J. J. Booth, Esq.)

Admiralty Office,

November 6th, 1805.

Dispatches of which the following are Copies, were received at the Admiralty this day, at one o'clock a.m., from Vice-Admiral Collingwood, Commander-in-Chief of His Majesty's ships and vessels off Cadiz:—

Euryalus, off Cape Trafalgar,

October 22, 1805.

Sir,—The ever-to-be-lamented death of Vice-Admiral Lord Viscount Nelson, who in the late conflict with the enemy fell in the hour of victory, leaves to me the duty of informing my Lords Commissioners of the Admiralty that on the 19th instant it was communicated to the Commander-in-Chief, from the ships watching the motions of the enemy in Cadiz, that the combined fleet had put to sea; as they sailed with light winds Westerly, his Lordship concluded their destination was the Mediterranean, and immediately made all sail for the Straights entrance with the British Squadron, consisting of twenty-seven ships, three of them sixty-fours, where his Lordship was informed by Captain Blackwood (whose vigilance in watching and giving notice of the enemy's movements has been highly meritorious) that they had not yet passed the Straights.

On Monday, the 21st instant, at daylight, when Cape Trafalgar bore E by S about seven leagues, the enemy was discovered six or seven miles Eastward, the wind about West, and very light. The Commander-in-Chief immediately made the signal for the fleet to bear up in two columns as they are formed in order of sailing; a mode of attack his Lordship had previously directed to avoid the inconveniences and delay in forming a line of battle in the usual manner. The enemy's line consisted of thirty-three ships (of which eighteen were French and fifteen Spanish) commanded in chief by Admiral Villeneuve; the Spaniards under the direction of Gravina were with their heads Northward, and formed their line of battle with great closeness and correctness; but as the mode of attack was unusual, so the structure of their line was new; it formed a crescent, convexing the leeward, so that in leading down to the centre I

had both their van and rear abaft the beam: before the fire opened every alternate ship was about a cable's length to windward of her second ahead and astern, forming a kind of double line, and appeared when on their beam to leave a very little interval between them; and this without crowding their ships. Admiral Villeneuve was in the Bucentaure in the centre, and the Prince of Asturias bore Gravina's flag in the rear; but the French and Spanish ships were mixed without any apparent regard to order of national squadron.

As the mode of our attack had been previously determined on and communicated to the Flag Officers and Captains, few signals were necessary, and none were made except to direct close order as the lines bore down.

The Commander-in-Chief, in the Victory, led the weather column, and the Royal Sovereign, which bore my flag, the lee.

The action began at twelve o'clock by the leading ships of the column breaking through the enemy's line, the Commander-in-Chief about the tenth ship from the van, the Second-in-Command about the twelfth from the rear, leaving the van of the enemy unoccupied; the succeeding ships breaking through in all parts, astern of their leaders, and engaging the enemy at the muzzles of their guns. The conflict was severe; the enemy's ships were fought with a gallantry highly honourable to their Officers; but the attack on them was irresistible, and it pleased the Almighty Disposer of all events to grant his Majesty's arms a complete and glorious victory. About three p.m., many of the enemy's ships having struck their colours, their line gave way; Admiral Gravina, with ten ships joining their frigates to leeward, stood towards Cadiz. The five headmost ships in their van tacked, and standing to the Southward, or windward of the British line, were engaged and the sternmost of them taken; the others went off, leaving to his Majesty's squadron nineteen ships of the line (of which three are first rates—the Santissima Trinidad and the Santa Anna), with three Flag Officers, viz: Admiral Villeneuve, the Commander-in-Chief; Don Ignatius Maria D'Aliva, Vice-Admiral; and the Spanish Rear-Admiral, Don Bathagar Hidalgo Cisneros.



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After such a victory it may appear unnecessary to enter into encomiums on the particular parts taken by the several Commanders; the conclusion says more on the subject than I have language to express; the spirit which animated all was the same; when all exert themselves zealously in their country's service, all deserve that their high merits should stand recorded; and never was high merit more conspicuous than in the battle I have described.

The Achille (a French 74) after having surrendered, by some mismanagement of the Frenchmen, took fire and blew up; two hundred of her men were saved by the Tenders.

A circumstance occurred during the action which so strongly marks the invincible spirit of British seamen, when engaging the enemies of their country, that I cannot resist the pleasure I have in making it known to their Lordships. The Temeraire was boarded by accident or design by a French ship on one side and a Spaniard on the other. The contest was vigorous, but in the end the combined Ensigns was torn from the poop and the British hoisted in their places. Such a battle could not be fought without sustaining a great loss of men. I have not only to lament in common with the British navy and the British nation in the fall of the Commander-in-Chief, the loss of a hero whose name will be immortal and his memory ever dear to his country; but my heart is rent with the most poignant grief for the death of a friend to whom by many years intimacy and a perfect knowledge of the virtues of his mind which inspired ideas superior to the common race of men, I was bound by the strongest ties of affection; a grief to which the glorious occasion in which he fell does not bring the consolation which perhaps it ought. His Lordship received a musket ball in his left breast about the middle of the action, and sent an officer to me immediately with his last farewell, and soon after expired.

I have also to lament the loss of those excellent officers Captains Duff, of the Mars, and Cook, of the Bellerophon; I have yet heard of none others. I fear that the numbers that have fallen will be found very great when the returns come to me; but it having blown a gale of wind ever since the action, I have not yet had it in my power to collect any reports from the ships.

The Royal Sovereign having lost her masts, except the tottering foremast, I called the Euryalus to me while the action continued, which ship lying within hail made my signals—a service Captain Blackwood performed with great attention; after the action I shifted my flag to her that I might more easily communicate any orders to, and collect the ships, and towed the Royal Sovereign out to seaward. The whole fleet were now in a very perilous position, many dismasted, all shattered, in thirteen fathoms of water, off the shoals of Trafalgar; and when I made the signal to prepare to anchor, few of the ships had any anchor to let go, their cables being shot; but the same good Providence which aided us through the day preserved us through the night by the wind shifting a few points and drifting the ships off the land, except four of the captured dismasted ships, which are now at anchor off Trafalgar, and I hope will ride safe until those gales are over.

Having thus detailed the proceedings of the fleet on this occasion I beg to congratulate their Lordships on a victory which I hope will add a ray to the glory of his Majesty's crown and be attended with public benefit to our country.

I am &c.

(Signed) C. COLLINGWOOD.

WILLIAM MARSDEN, ESQ.

The order in which the ships of the British squadron attacked the combined fleets on the 21st October, 1805:—

| VAN.                | REAR.           |
|---------------------|-----------------|
| VICTORY             | ROYAL SOVEREIGN |
| TEMERAIRE           | MARS            |
| NEPTUNE             | BELLICULE       |
| CONQUEROR           | CONNET          |
| LEVIATHAN           | BELLEROPHON     |
| AXIS                | COROSSUS        |
| OXION               | ACHILLE         |
| AGEMEMNON           | POLYOMUS        |
| MINOTAUR            | REVENGE         |
| SPARTIATE           | SWIFTSURE       |
| BRITANNIA           | DEFENCE         |
| AFRICA              | THUNDERER       |
| EURYALUS            | DEFIANCE        |
| SIRIUS              | PRINCE          |
| PHOEBE              | DREADNOUGHT     |
| NAIAD               |                 |
| PICKLE SCHOONER     |                 |
| ENTREPRENANT CUTTER |                 |

(Signed) C. COLLINGWOOD

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## SUB-BRANCH AND COMPANY NEWS.

**BALMAIN**—Actg. Officer-in-Charge Mr. W. DUNKLAND  
Hon. Secretary Mr. EDGAR FIDDLER

**NORTHSYDNEY**—Officer-in-Charge Mr. W. L. HALLIDAY  
Hon. Secretary Miss MURRAY

**LANE COVE**—Officer-in-Charge Mr. H. SOMMERVILLE  
Hon. Secretary Mr. F. L. HEDGECOCK

**COOGEE-CLOVELLY**—Actg. Sec. Mr. B. STONE  
Hon. Sec. Mr. J. E. MILLER

### BOYS' WEEK.

Many of our Sub-Branches actively participated in the programme arranged by the Sydney Rotary Club for this week. It was certainly a varied and interesting one for the boys. Church parades and special services opened the week, and thereafter events came one on the other without pause.

The Police Demonstration at Redfern Barracks will ever live in the minds of the youngsters and the hospitality they received from the Force.

The picnic at Warwick Farm passed off in great style with no mishaps, and one and all, hosts and boys thoroughly enjoyed the outing.

On the Thursday the Exhibition Committee invited the Navy League Sea Cadets to put on a demonstrational item. Birchgrove, which had submitted a single-stick display, were chosen, and gave a very good show to those gathered in the Town Hall on that afternoon.

Headquarters have received a letter of thanks emanating from the Boys' Week Executive Committee thanking the League and its sea cadets for their hearty co-operation with Rotary in this effort to bring before the community the importance of the boys to the nation.

**DRUMMOYNE**—Actg. Officer-in-Charge Mr. J. HIGGINS  
Hon. Secretary Mr. A. WALKER

**RICHMOND**—Officer-in-Charge Mr. R. H. WAGG  
Hon. Secretary Mr. J. WYNDHAM

**BONDI-ROSE BAY**—Officer-in-Charge Mr. A. J. HOPKINS

**BIRCHGROVE**—Officer-in-Charge Mr. B. DOOPER  
Hon. Secretary Mr. R. H. WAGG

We, on our side, thank Rotary for the splendid work they are doing to awaken interest in boy movements and boy-welfare; and assure them that it was a pleasure and a privilege for us to join in such a worthy endeavour.

### NORTH SYDNEY

(Contributed by Miss Murray)

This month there is not a great deal to report from our depot—save the doings of Boys' Week. All things begin and end in this week. A number of our cadets of school age and a few of the older boys who obtained special leave from their employers, participated in a jolly afternoon (Thursday) at the Australian Picture Theatre, Mosman, at the invitation of the Rotary Club and Mr. Waddell, who kindly lent the theatre. Films, Ltd., supplied a very excellent programme which carried the youngsters away. There were present between twelve to fifteen hundred Northern suburb boys; and "Great" describes in fitting term both the noise and the pleasure. During the showing of a naval picture giving an idea of life and work on a battleship, one little fellow was heard to remark, "Gee! don't they make 'em work in the navy?" To which his companion replied that it was "alright, though, as they got half-a-day a week off."

After the interval a squad of our boys marched on the stage, and the Organising Secretary of the League spoke to the youthful audience about the sea cadets and the Navy League. Recruiting for Mosman was characterised by a healthy keenness, and over 35 boys enrolled during the afternoon. Captain Hammer and his cadets made a wonderful impression on the youngsters; and on the call for the first ten to come up on to the stage, there was a literal break and rush for the coveted honor.

This is a splendid nucleus for the prospective Mosman sub-branch, and a very fine type of boy has been attracted by the recruiting efforts. North Sydney also has added thereby another dozen to its roll.

The Welfare Committee have arranged a dance for the 30th October at Warrings Hall, the proceeds to go towards the general fund. This fund is also permanently increased by Captain Hammer's offer to pay 10/- per week into it, for which consideration the Committee are very grateful. Captain Hammer has now taken up his residence at the depot.

For the time being, and until the other centres get into full working order and attain autonomy the North Sydney Sub-branch is taking Mosman and Willoughby under its wing; and for present purposes and for convenient designation *inter se* North Sydney is "A," Mosman Bay "B," and Willoughby "C" Company.

### BIRCHGROVE.

(Contributed by Mr. J. Cooper, O.C.)

We, in common with other Companies, have spent a very interesting and full time during Boys' Week. On Sunday, 25th September, Birchgrove Company attended two Church parades, St. John's in the evening—and, on the invitation of Rev. Kibbers, at the mission in the evening. Those cadets turning up to parade were given their tickets for Warwick Farm Picnic.

On Tuesday of Boys' Week 60 cadets, in charge of Mr. Lauchie Robertson, sportsmaster, rallied to Redfern Police Barracks, where, at the invitation of the Commissioner of the Police, they were privileged to see a very fine programme given by the force. There were drills, display of athletics, and wonderful horsemanship which thrilled our boys and opened their eyes to the many-sided activities of the police. Also their kindly hosts regaled them with cakes and ginger beer, thus entirely capturing their allegiance. The sea cadets were under the command of Mr. Hopkins, O.C., Bondi, and formed a Guard of Honour for his Excellency the Governor, who complimented them on their smart, cleanly appearance.

The next day (Wednesday) 58 cadets attended the picnic at Warwick Farm. Leaving Balmain at 10 a.m., they were transported by lorry and private cars to the course—and, although the weather was not all that could be desired, the boys had a very jolly time with plenty of food and amusement. Our President, T. H. Silk, Esq., was host to 20 cadets, Mrs. Mayne to 10, Miss Maddox to 10, Mr. Wren, of Edgecliff, to 10; and Mr. Dyer put his car at our disposal. And we wish to put on record our thanks and appreciation to those ladies and gentlemen for the good time they gave the boys.

On the Thursday of "The Week" we gave an exhibition of single-stick work—guarding, cutting and pointing exercises were first demonstrated, and in conclusion two sets of boys had a bout with the sticks, the whole item being received with loud applause. Also the hornpipe was given by ladies' supporters of our Branch, which dance was given a great reception.

On Monday, the 4th, and a holiday, the Welfare Committee and their children attended a picnic at Core Bay. In all 80 persons rolled along, and we had to utilise Richmond's cutter with the whaler's sails rigged in her. This make-shift arrangement proved quite successful, and the cutter sailed there and back without resorting to Armstrong's engines—the dear old gentle exercise of pulling.

Sunday was a red-letter day in the musical annals of Sydney; for on that day our band played its first lulling measure. Bandmaster Thomas enthusiastically reports splendid progress in this department.

### LANE COVE.

(Contributed by Mr. R. M. Sommerville, O.C.)

Our first outing for the month was to see Capt. Beale off. Although we arrived rather late, we were in time to wave farewell to our esteemed friend and adviser.

Our officers attended Drummoyne's successful function; and we congratulate Drummoyne on their splendid effort.

Our next turn-out was to the Sydney Town Hall to witness the presentation of awards by the Shipwreck Society. We helped to form a Guard of Honour to the Governor, and also to escort some recipients of the award up the aisle.

A bugle has been donated to the Company by ex-Cadet Grindrod, for which we are very thankful.

We have had assistance from Birchgrove Company with our signalling and the boys are very keen on practising.

Our boys went to the Police Barracks and had a great time. The horse display was wonderful and the boys were profuse in their words of admiration. The refreshments served were a fitting end to the display.

Our company is still at a disadvantage owing to having no depot, and once we attain that, Lane Cove's prospects promise to brighten.

### DRUMMOYNE.

(Contributed by Writer C.P.O. Everingham)

During Eight Hour Day week-end a camp was held down the harbour; the cutter and Quambi being requisitioned for the trip. Both boats left the Depot at 9.30 on Saturday morning, Mr. Thomas being in charge of the cutter and Mr. Pickles in charge of the Quambi. There was hardly a breath of wind, but the Quambi obtained a tow from the paddle-wheel Wallaby as far as Darling Harbour. The cutter, under oars, arrived at the same time—which is either a tribute to the cutter, or an insult to the Wallaby.

The cutter was then rowed past the Quay and hoisting sail, went to Clifton Gardens, arriving there at about 11.45. The Quambi, however, tacked across on the light north easter which had sprung up, but afterwards some difficulty was experienced in getting down to Clifton, as she was laden somewhat heavily and the breeze being very light.

When she arrived off Chowder Head the cutter was seen making her way out of the heads. The cutter's crew had become tired of waiting. The Quambi's crew missed their dinner, but it is needless to say that they made up for it at tea-time.

The "rendezvous" was Shark Island and thither both boats repaired for the first night's rest.

After tea an incident occurred which caused some alarm at first. A pinnace was seen approaching the island. Everyone thought it was the Police Patrol coming to clear the island, expected to see two policemen coming over the rise. Imagine their surprise when two sailors appeared escorting two Navy League boys! They gave their message, saluted and went away. Subsequently it proved that these two boys had missed the boats at the Depot, missed them again at the Quay. They waited there until 6.30 p.m., when seeing the pinnace lying there they asked the Officer if he would take them to Shark Island. He very kindly consented—hence the appearance of the pinnace at tea-time.

The Quambi's crew, numbering five, slept in the boat.

Next day both boats left, about 9.30 a.m. for Balmoral, when swimming was indulged in, then headed for Little Manly.

On arrival the cutter's crew indulged in a fight

with some onions which were found lying around the beach. Their pugnacity might have been profitably preserved until later, when some of the "shreiks" of Manly hurled the self-same onions at the camp in general.

Afterwards the boats went to Neilson Park and while there Coogee-Clovelly Company was sighted. When dinner was finished both boats left for home, the Quambi winning easily.

On Thursday, September 30th, Mr. Billam paid the Company an official visit and we hope to see him again soon.

The Ball held to augment our Depot Building Fund proved a huge success, both socially and financially; and thereby we have gained many more supporters of our Sub-Branch.

The Committee, under the leadership of our President Captain Smith, threw themselves wholeheartedly into the organisation of this function and we take this opportunity of publicly thanking these ladies and gentlemen who worked for such a deserved success. We were very fortunate in having the Governor and Miss de Chair with us that evening, and the support and presence of a number of members of the Navy League Executive Committee. Drummoynes won't forget the Navy League Cadets' "Cairo" Ball for many a long day.

### ROSE BAY-BONDI.

(Contributed by Mr. C. J. Hopkins, O.C.)

Boys' Week, with all its attendant activities, has again come and gone.

The Navy League Sea Cadets have taken a prominent part in various functions, and turned out in strong force to visit the Redfern Police Barracks at the invitation of Mr. Mitchell, Commissioner of Police, last Tuesday.

A Guard of Honour was drawn up to receive His Excellency, Sir Dudley de Chair, on his arrival, who inspected the Guard and expressed his appreciation of their fine showing.

Mr. Mitchell and his splendid body of Police went the limit in their endeavours to give every boy present (there were hundreds there from the surrounding districts) a good time.

Parties were conducted through the Museum, where "trophies of the chase" were exhibited, ranging from the crude to the highly efficient "tools of trade," the loss of which their former owners no doubt deplore.

A visit to the Gymnasium and also the stables where the fine lot of horses attracted the boys, like a magnet, helped to pass the time until the Physical Instructor brought out a squad of men and put them through a series of attack and defence tactics. This was a revelation as to how easy it is done—when you know how.

The item which attracted most attention was the Musical Ride, where the horses were put through various evolutions, keeping perfect time to music and seeming to enjoy it as much as any "jazz fiend."

After this and other events the Navy League Sea Cadets were marched between counters piled high with all manner of good things dear to the small boy's heart, also drinks of every description were handed out by big policemen, who looked after them as they filed past, and showed by their kindness and attention that their hearts were in the right place and that they could be boys with the best of them.

To Mr. Mitchell and his "merry men" we extend our thanks for a very fine instructive and enjoyable day's entertainment.

Mr. W. Lord, of Brindi, has thrown in his lot with us as a Signalling Instructor, and under his able tuition we expect to show good results.

Formerly attached to the Royal Engineers and Royal Artillery with the 32nd and 42nd Divisions on active service in the Great War in Egypt, France and Belgium, as well as being in peace time an Hon. Instructor to Navy League Sea Cadets at Newcastle-on-Tyne, we are particularly fortunate in securing the services of a gentleman of Mr. Lord's experience.

On the occasion of the presentation of medals in the Sydney Town Hall by the Royal Humane Society, our Company furnished its quota to the Guard of Honour.

As usual our activities on the harbour have been many and varied.

A trip through the heads to Fairy Bower, Manly, was voted "good oh!" by the boys, and we spent a very pleasant time there. The 1st Officer, Mr. F. Hopkins and Mr. A. Parton, 2nd Officer Balmal Sub-Branch, vied with each other in rigging "extras," they certainly made the whaler move fast, but the "rig" would have puzzled Lloyds to classify.

Clifton Gardens, Shark Island, Neilson Park were our ports of call on various occasions. At the latter place we fell in with Mr. F. Hiron, O.C., Drummoynes Company, with his cutter and cutter gig and crews, on their way home from a three-days' camp down the harbour.

### BALMAIN.

(Contributed by Mr. E. H. Hadden)

Some of the boys of this Company had a good time during Boys' Week; the trip by motor to Warwick Farm Racecourse was most enjoyable; it was considered necessary to leave the Farm earlier than was expected on account of the likelihood of rain, however, all arrived home dry, tired and satisfied.

Some of our Company were selected by their Headmasters to visit the local industries during the week and the visit down the Coal Mine proved particularly interesting. Lever Bros' Works proved the attraction, and after a two hours' inspection of these interesting works the boys sat down to a repast exceeding their expectations.

His Excellency Lord Stonehaven had quite a lot to say to Officer Parton and the boys when he inspected them as a Guard at the Balmal Town Hall on the occasion of the Civic Welcome by the Mayor and Aldermen; his kind inquiries prove he is anxious to be of assistance to the movement—the boys call him a "real sport."

Our Cutter has been cleaned, and a good coat of anti-fouling applied to the bottom.

Church Parades are being held regularly; Boys' Week special service was particularly well attended.

Mr. A. W. Sommerville, Town Clerk of Balmal and a Vice-President of this Company, was met by a Guard of Honour on the arrival of the R.M.S. "Naldera"; he inspected the boys and expressed appreciation of the honor.

### CLOVELLY-COOGEE.

(Contributed by Mr. R. L. Stone, O.C.)

Our strength now numbers 30 boys, and good attendance is maintained at training nights.

The S.B. Committee and the Welfare Committee have started a campaign in the district to raise funds for the building of a depot. Land for the building has been granted to us by Randwick Council, for which we are indebted to the kindly offices of Alderman Goldstein and his brothers in the Council. Our Secretary (Mr. Miller) who is an architect, has drawn up the plans of a fine depot—40ft by 20ft, and they have been approved by the Council.

Two dances have been held recently realising a net profit of £13, and another dance—fancy dress—takes place at the Life Saving Club-room, Clovelly, on the 21st October.

The gig, is being re-conditioned, and a new sail is to be adopted comprising a jib, fore and mainsail.

We have now a stokers' training squad, and for boat experience they are receiving practical instruction in the handling and machinery of motor-boats. The Stoker Squad Officer has kindly put his motor-boat at the disposal of the Company for this purpose.

We have rigged up a miniature rifle range on Coogee Island, and an ammunition fund has been inaugurated, cadets paying in their dues each week. Camp fund is also looking in fair shape.

Mr. R. L. Stone, until now only acting, has been appointed by Headquarters Executive to permanent officer in charge of Clovelly, to date from 11th October, 1926.

## The Action of Trafalgar.

FROM THE LONDON TIMES, DATED NOVEMBER 7th, 1805.  
Supplied by J. J. Booth, Esq.

THE official account of the late naval action which terminated in the most decisive victory that has ever been achieved by British skill and gallantry, will be found in our paper of this day. That the triumph, great and glorious as it is, has been dearly bought, and that such was the general opinion was powerfully evinced in the deep and universal affliction with which the news of LORD NELSON'S death was received. The victory created none of those enthusiastic emotions in the public mind, which the success of our naval arms have in every former instance produced. There was not a man who did not think that the life of the Hero of the Nile was too great a price for the capture and destruction of twenty sail of French and Spanish men-of-war. No ebullitions of popular transport, no demonstrations of public joy, marked this great and important event. The honest and manly feeling of the people appeared as it should have done; they felt an inward satisfaction at the triumph of their favourite arms; they mourned with all the sincerity and poignancy of domestic grief their Hero slain.

To the official detail we are enabled to add the following particulars respecting the death of as great an Admiral as ever wielded the Naval thunder of Britain. When LORD NELSON found that by his skillful manoeuvres he had placed the enemy in such a situation that they could not avoid an engagement, and with his usual confidence of victory he said to Captain Hardy, and the officers who surrounded him on the quarter deck, "Now they cannot escape us; I think we shall at last make sure of twenty of them. I shall probably lose a leg, but that will be purchasing a victory cheaply." About two hours before the close of the action his Lordship received a wound in the shoulder from a musket ball, which was fired from the tops of the Santissima Trinidad, with which ship he was closely engaged. The ball penetrated his breast and he instantly fell; he was immediately carried below, and the surgeons pronounced the wound mortal.

His Lordship received the intelligence with all the firmness and pious resignation to the will of Divine Providence, of which he has given such frequent and signal examples during his brilliant course of peril and of glory. He immediately sent an officer to Admiral Collingwood, the second in command, with his instructions for continuing the action which he had so gallantly commenced, and the melancholy bequest of his last farewell.

During the short interval between his receiving the wound and his final dissolution he remained perfectly collected displaying in his last moments the heroism that had marked every action of his glorious life. In that trying moment, cut off from nature and from glory's cause, all his anxiety, all his thoughts, were directed to his country and her fame.

A few minutes before he expired he sent for Captain Hardy; when the Captain came he inquired how many of the enemy's ships had struck. The Captain replied that, as nearly as he could ascertain, fifteen sail of the line had struck their colours. His Lordship then, with that fervent piety which so strongly marked his character, returned thanks to the Almighty; then, turning to Captain Hardy he said, "I know I am dying. I could have wished to have survived to breathe my last upon British ground, but the will of God be done!" In a few moments he expired.

If ever there was a man who deserved to be "praised, wept and honoured," by his country, it is LORD NELSON. His three great naval achievements have eclipsed the brilliancy of the most dazzling victories in the annals of English daring. If ever a hero merited the honours of a public funeral and a public mourning, it is the pious, the modest, and the gallant NELSON, the darling of the British Navy, whose death has plunged a whole nation into the deepest grief, and to whose talents and bravery even the enemy he has conquered will bear testimony.

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The action appears to have been gallantly contested by the French and Spaniards. Their object in risking an encounter with such a fleet, commanded by such a man, must have been one of imperious necessity at this moment; no less, we suspect, than a bold effort to acquire a complete ascendancy in the Mediterranean. Had they succeeded in liberating that portion of the Spanish Navy which is confined to the port of Cartagena by the bare apprehension of an English Squadron, their united force would have amounted to upwards of forty sail of line. There are also some ships off Toulon, and the Rouchfort squadron, with its usual success, might have perhaps also added its troops to the combined force. With such a port as Toulon to take refuge in, a fleet of this extent, under commanders of common capacity, must have occupied a very large portion indeed of our naval strength.

We shall anxiously expect the details of this glorious and important victory. We trust that the apprehensions entertained by Admiral Collingwood with respect to the captured ships may not be realised, and that a few of them, of the French at least, may yet be added to the list of the British Navy.

Captain Sykes of the Nautilus, and Lieutenant Lapenotiere of the Pickle schooner, arrived at the Admiralty together about half-past one o'clock yesterday morning. The former did not, as was generally understood, arrive from the scene of action; he fell in by accident with the Pickle schooner, and on learning the intelligence proceeded immediately to Lisbon with the information, from whence he was sent with despatches, by Mr. Gambier, the British Consul, to England, and landed at Plymouth. Lieutenant Lapenotiere made the Port of Falmouth, and, by a singular coincidence, met Captain Sykes at the gates of the Admiralty. This active officer was yesterday promoted to the rank of commander.

Immediately on the arrival of the despatches, Lord Barham rose from his bed to peruse them, and continued at business till five o'clock, when a messenger was sent off to his Majesty at Windsor.

Admiral Collingwood's conduct has obtained the fullest approbation, and last night despatches were sent off to Plymouth to be forwarded to him

by the *Acasta*, containing a commission which appoints him to the command of the ships in the Mediterranean with the same powers as Lord Nelson had.

The several ships of the line at Portsmouth and Plymouth are ordered to put to sea without loss of time, to reinforce Admiral Collingwood.

Besides those officers mentioned in the Gazette as having fallen in the action, Mr. Scott, Lord Nelson's Secretary, was killed by a chain shot, which cut him asunder.

There was a partial illumination throughout the metropolis last night. A general one will take place this evening.

When Lord Nelson was shot, and was yet in the arms of the men who were supporting him, his eye caught the tiller rope, which was unusually slack; he exclaimed, with much emphasis, "Tighten that rope there!" An eminent proof that his professional ardour still survived the brilliancy of the flame of life. When he saw his Secretary and his friend, Mr. Scott, thrown overboard, uncertain of the disfigurement of the wound and the confusion of the fight whether it was him or not, he inquired, with affectionate ardour— "Was that poor Scott?" An impression seemed to be made on Lord Nelson, for as the men were carrying him down to the cockpit he said, "Don't let me be thrown overboard; tell Hardy to carry me home."

A man was so completely cut in two by a double-headed shot, that the whole of his body, with the exception of his legs up to his knees, was blown some yards into the water; but, strange to tell, his legs were left standing on the deck with all the firmness and animation of life.

A midshipman, of the name of Price, was brought into the cockpit, with his leg cut off up to the calf; he was an heroic youth of 17. The surgeons could not attend to him at the moment. He drew out a knife, and cut off a piece of flesh and the splinter of the bone with great composure. "I can stay," said he; "let me doctor myself." When the surgeon attended him it was found necessary to amputate above the knee. He submitted to the operation without a groan. "It is nothing at all," he said, "I thought it had become much worse."

## NOAH'S ARK AGAIN.

T. H. Silk, Esq., Managing Director of Mori's Dock and Engineering Coy., writes:—

"Until recently, according to the best classical researches, it was estimated that the World was created in the 710th year of the Julian period, that is, 4,004 years B.C., and that the Deluge occurred in the year 2,348 B.C. This year, 2,348 B.C., is important as being the launching date of the first recorded ship, Noah's famous Ark, which according to Holy Writ was constructed of Gopher Wood, its dimensions were, according to the same authority, length 300 cubits, breadth 50 cubits, height 30 cubits. The cubit measured from 18in. to 22in., so that taking the smaller measure the Ark was 450ft. long, 75ft. in breadth, and 45ft. in depth. As regards proportions these compare very favorably with modern practice, the ratio of length to beam being 6, exactly the same as the battleship 'Dreadnought.' It is interesting to recall that the dimensions of the 'Dreadnought' were, length 500ft. and beam 82ft., i.e., only 50ft. longer than the Ark and 8ft. more beam.

"In 1670 the 'Sovereign of the Seas' was built. She was 168ft. long, 48 3/4ft. broad, of 1,640 tons burden, and carried 100 guns, the heaviest projectile weighing 60lbs. This design, a three-decker, was severely criticised by naval experts of the period, who declared that her construction was 'beyond the art or wit of man,' and that there was no ground tackle which would hold her. Thus after 4,000 years it was considered impossible to build a boat about one fifth of the size of Noah's Ark. The 'Sovereign of the Seas' was built, however, and proved a great success."

## NELSON NIGHT CONCERT.

This Annual Concert will be held at Royal Naval House, Grosvenor Street on Thursday night, the 21st October, commencing at 8 p.m. The N.S.W. State Military Band will be a feature of the evening; also, besides some excellent items of singing and dancing, an opportunity will be given to see some moving pictures of the Navy League Sea Cadets at work and play. All members of the League, parents of the cadets and their friends are cordially invited.

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### PART II.

#### THE BATTLE OF JUTLAND.

**J**ACK CORNWELL finished his course at Keyham in April 1916, leaving as a "Boy—1st class" with double his previous rate of pay. He spent a few days at home with his mother, telling her of all his doings and of his hopes that before long he would "get into action and see the Germans beaten." He was ordered to join his ship, His Majesty's Cruiser "Chester," on Easter Monday. It seemed hard that he should have to leave on such a holiday, but when some one pitied him, he laughed and said, "It's just a matter of duty, you see. I should feel ashamed for ever if I got back late and had bad marks against my name."

There are some dates every one of us knows—William the Conqueror 1066, William Rufus 1087, Battle of Trafalgar 1805, Battle of Waterloo 1815, and so on. There's another which we shall never forget—the 31st of May 1916—the date of the Battle of Jutland, the first great naval action fought by the British Fleet for more than a hundred years.

In other books you will read of all that the sailors did in the great war, and the full story of this tremendous fight when, after long months of waiting, the German fleet at last came out to give battle and was driven back to its safe harbour, broken and beaten by the glorious British Navy. I am going to write only of the part played in the Battle of Jutland by His Majesty's cruiser "Chester," upon which Jack Cornwell had then served just for over a month.

Time and again since the war began the British Grand Fleet under Admiral Sir John Jellicoe had swept the North Sea in search of the German fleet, and on May 30, 1916, it once more left its base in the far north of Scotland. The battle cruiser fleet, with Vice-Admiral Sir David Beatty in command, was further south scouting for the bigger vessels.

On May 31, the German fleet under the command of Admiral von Scheer had also put to sea, and steamed northwards with a large force of battle cruisers and light cruisers and destroyers in advance as a screen in front of the battle fleet. Great was the joy on board the British battle cruisers when at half-past two on that memorable day news came that the enemy was in sight. Full steam ahead was ordered, and the ships dashed through the water to try and cut off the German cruisers, who, when they discovered the British were there in force, turned back to join their Battle Fleet. At a quarter to four both sides opened fire. At the beginning of the battle fortune favoured the Germans, who fought well and bravely. In less than half an hour two of our finest ships had been hit and sunk, but in spite of these losses Sir David Beatty still pursued and pounded the German cruisers until, at five o'clock, the whole German battle fleet arrived on the scene. Now the British Admiral changed his tactics. He determined to draw the German fleet northwards towards the British Grand Fleet, which he knew was coming up behind him as fast as it could steam, so he turned north again with the Germans in hot pursuit.

In advance of Sir John Jellicoe's giant ships, now heaving through the waves to meet Sir David Beatty's cruisers, was the third battle cruiser squadron, under Rear-Admiral Hood—they are names to remember, these—and he was ordered to join Sir David Beatty with all speed and help to hold the enemy till the heavy battleships could get into action. The "Chester" belonged to this third squadron. At half-past five Admiral Hood saw flashes of gunfire and heard the sound of guns in the distance. He sent "Chester" forward to find out what was happening and report to him.

His Majesty's ship "Chester" is a fast light cruiser. She had not been built very long, and



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the Battle of Jutland was her first fight. When the order came from Admiral Hood, every officer, every man, every boy on board the "Chester" knew that at last their great hour had come, the hour for which they had worked and trained so hard. It was just after half-past five, and although at that time the light was fairly good, mist was rising in the distance and out of that haze the German fleet was coming towards them. That mist meant very much in the Battle of Jutland, for you will understand at once that while it is easy to shoot from the edge of the mist at a ship outlined by the sun in the western sky, it is very difficult to hit a target when firing from the light into the distant haze as the "Chester" would have to do.

On board the "Chester" there was that tense silence which always comes before the storm of action. The decks had been cleared, all the officers, men and boys, were at their posts, just as they had been hundreds of times before when they had practised—but this day it was the real thing, and no make-believe. Everything, everybody was Ready.

At the left hand side of the shield of the forward six-inch gun, almost touching it, stood Jack Cornwall—ready. Fixed right across his head and over his ears was what is called a telepad. You may have seen people wearing them in telephone exchanges—instead of putting one receiver to your ear this double receiver is clamped over each ear so that you can have both hands free. A wire went from the telepad straight to the gunnery officer of the "Chester," and through that wire would come the most important of all messages for the gun crew, the officer's orders as to when and how to fire. Now you can see why such pains are given to the training of boys like Jack Cornwall, now you can see where discipline comes in. You hadn't realised, few of us indeed yet realise, that a small boy of his age can and does play such a big part in the great game of life and death on board a ship in action.

Jack Cornwall was sight-setter to this forward gun on the "Chester." Whether that gun would hit or miss the enemy depended largely upon his coolness and quickness in carrying out the telephoned orders he received. In front of him was a brass disc, pinned through the centre and moving

like a wheel. A touch, a turn, of this disc, and the muzzle of the gun was raised or lowered—that is why Jack Cornwall's hands had to be free, and why the telepad was across his head. For he had to turn that disc. The gunnery officer in the centre of the ship orders, let us say, to set the gun for hitting at 10,000 yards. The disc is turned until the notch on its edge marked "10,000" is straight with the arrow on the brass plate below it. "Up 300!" comes the command, and before you can say it, or even think what it means, the disc is turned until the arrow points to 10,300 yards. "Down 400!"—another twist and it points to 9,900 yards. It doesn't sound very difficult, does it? It isn't—if you are so trained and ready that every order is carried out without a single second's wait. But you have to be very quick, very accurate, very attentive and obedient to the voice at the other end of the wire. Suppose you were to say to yourself "What? Up three hundred? He really means *down* three hundred, I expect. We have been lowering the gun every time lately. I'll put it *down* three hundred instead." And then the order comes to fire. A miss! And your fault—too, for the gunnery officer can see and you can't, and the enemy was steering away and your shot fell short. Your fault! And perhaps that was the last chance of hitting, and perhaps as a result of that wrong move your ship is hit instead, and very precious lives are lost and a grand ship sunk. It may mean the loss of the battle itself, and the loss of that battle may even mean the loss of the war. Who can tell?

It is not so very difficult in practice if you are willing to forget all about yourself and give your whole heart and soul and body to the work of carrying out each order as it comes through—but it's not so easy when the real thing comes.

The "Chester" was in action for about twenty minutes. What minutes they were! A quarter of an hour after she left the third battle squadron she was in the thick of the fight with three or four enemy cruisers. It was at least three to one, you see, but the "Chester" never wavered. She fought all three, beat them off, and twenty minutes later—at about five minutes past six that evening—she rejoined the battle cruiser squadron, her work nobly and successfully done.

I wish I could picture for you those twenty minutes. But no one can. Even those who fought through them and lived to tell the tale cannot do it. The noise, the shock, the strain are so tremendous that the memory of the fight is dimmed and all confused. Every man is so intent upon what he himself has to do that he has neither time nor wish to think of, or to see, what is happening to anyone else or even to the ship herself. There are no spectators, no onlookers on board a ship in action, no one to keep the score, no umpire, no reporter. From Captain Lawson on the bridge to the stoker by the furnaces down below, to Jack Cornwall standing by his gun, every one on board had his tremendous duty to perform, and when after that twenty minutes the "Chester" returned to the squadron, still in fighting trim, it was because they all had forgotten themselves and thought only of that duty.

The forward gun turret of the "Chester" received, the minute the battle began, the full force of the enemy's fire. With that force is none who have not been through such a fight can even

imagine. Tons of metal flying through the air at the rate of 3,000 feet a second explode upon the deck, thud upon the armour that protects the gun. The noise almost splits the ears, the flashes blind the eyes, and the smell of burnt cordite and of burning paint choke the breath.

Jack Cornwall stands by his gun, his hand on the disc. There is a crash that almost flings him off his feet. A man falls at his side, cut in pieces by the splinters of an enemy shell—dead; another flings up his arms and tumbles, horribly maimed, across the deck, then another, then another. A fragment of shell rips across his body, piercing, stabbing, tearing his flesh. The gun's crew, the crew of his gun, are being killed one by one two by two. In a few minutes there are only three left of the nine who stood by him as they went into action. Then a shell bursts right over the gun and—two only are left and they are under cover. Jack Cornwall is standing all alone, with nothing to shelter him against the shot and shell, and he has been terribly wounded. Alone. Around him the dead and dying; himself torn, bleeding,

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very faint from pain and the horror of the sights and sounds of battle. For war is very, very horrible.

Jack Cornwell's job was done. There was no one left to fire the gun. No orders were coming through the wire to him; there was no one to carry them out if they had come. He could lie down with the others—it would ease the pain a little, perhaps. He could creep away below deck where the wounded were being looked after—there were doctors there who would help him and give him something to stop the pain. He had done his job. No one could blame him if he thought of himself now.

Then there came to his mind, from the memory of his Keyham days, the old Navy order that a gun must be kept firing so long as there is one man left who is able to crawl. No! no! no! his job was not done. He might still be needed. There might still be work for him to do. His duty was to stand by the gun and wait for any orders that

might come through, stand until he was relieved, stand in the hope that others might take the place of those who had fallen, to stand by his gun until he dropped. And he wouldn't drop. He clenched his teeth, clenched his hands, almost forgot the pain as he strained to hear if a voice called at the other end of the wire, his hand still stretched out towards the disc to carry out the order if it came. All alone—listening, watching, Jack Cornwell stood by his gun—"awaiting orders." And so he stood until the fight was over and the "Chester" steamed back to the fleet battered, bruised and splintered, but still ready for another fight.

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*(Santa Maria Light is on an island of that name off the Chilean coast. The town of Coronel is on the mainland and the naval action between the British and German squadrons, November 1st, 1914, was fought off this place.)*

Night! and a dim light shining  
Pine on the starboard bow;  
Santa Maria, our needs divining  
(Guide us, guard us now!)

While back across the pampas rise  
In blackness, deep and still,  
Swimming within a dreamer's eyes,  
Vast Andean peaks—until  
Cloud and rock and night disguise  
The one the others in the skies.

Sharper thy lowly beam of light  
Cute the sea's mark and brooding night,  
Bathing dull sea-enwearing light  
In brightness—Oh, Holy Light  
Shedding on all a halo . . .  
Santa Maria!

As on one night of stress and battle  
Years ago, it shone in peace  
Amid the turmoil and the rattle  
Of heavy guns: bidding to cease  
The angry blaze of spitting ships.  
Nor heeded they the mild reproach  
Of those appealing lips:  
But with fell plan alone, aloof,  
Teeted the day. And the dead pall  
Of action, spreading down the lee,  
Curled in the growing gale; and all  
Was wrapped in dark uncertainty.  
(Gun thunder died to crash out  
Intermittently; and gathering dusk  
Relieved the engulfing spout  
Of flames licking the painted bulk  
Of ships writhing their agony;  
Their fierce fire-tongues as suddenly  
Subsided as they flicked high.  
When out the British van  
A brightness dazzled blindingly,  
And upward-rushing ran  
To smother in cloud-canopy:  
Vulcanic blast of twisted steel,  
And what was ship and life,  
Hurled into nothingness; and keel  
And track to every hull and rive  
Shadowed and speckled deep  
The columned sheet of fire.  
Low rambling, with a furtive creep,  
(Gained courage; louder, higher  
The shock of sound crescendoed  
Shaking the troubled seas  
And stifled the gale that moved  
From out Antarctic's frozen seas.  
Aton blank silence 'mid a shower  
Of diving sparks; and black night  
With inexorable power  
Closed the mystery from dawn light.  
Thenceforth with spasmodic rip  
Gun-fire played and sharply ran  
Along the vague horizon's lip  
Like summer lightning, white and wan.

The fitful and uneasy zone  
Of fire and whining shell  
Was deadened; and was done  
The battle that was Coronel;  
For black night and the wind and sea  
In their good time gained victory.  
And silenced strife

And we  
Bearing our peaceful course to pass  
Thy gentle warning, in memory  
Reach back to that far distant eve,  
As spirit-voices lift on high  
Keeping time to the engine's heave,  
To the tune of the wind and sea-bird's cry,  
And the words of their song roll sonorously:—

"The clang of an old bronze bell  
Sounded a fitting, passing knell  
As it bade the people of Coronel  
In peace and pity to dwell.  
While young boy-voicers rising, swell  
A requiem: and feeble fingers tell  
The tale for those off Coronel."

Santa Maria! thy light's yet shining  
Serenely 'cross the sea;  
At last thy power and love divining  
They rest secure—in peace.

## IGNORANCE IS BLISS.

In the Indian Ocean, during monsoon weather a seaman fell overboard from one of the large Orient liners. The accident happened about noon and caused quite a break in the passengers' gentle diversions of the day, making a good topic for talk at the lunch table. Luckily the man was promptly picked up none the worse for his ducking. Later in the afternoon, the Assistant Purser, of a musical and social turn of mind, called his choir for practice for the forthcoming Sunday service. In the midst of the lusty singing of "For those in peril" a benevolent-looking, middle-aged lady appeared on the scene. The Purser staying his flock turned to enquire her errand. He had not long to wait and 'mid the breathless surprise of "all hands" the lady with evident emotion said: "I think it is lovely of these dear men to join together in this way after the saving of their comrade. Here is five pounds for the Shipwreck Fund."

Dazed, the A.P. took the proffered note and had not the heart to disillusion the giver; and the interrupted choir practice recommenced with, if possible an added vigour.

Members are requested to interest and enrol a friend.

Rear-Admiral T. E. Wardle, C.B., D.S.O., R.N., possessing the originals,  
kindly furnished copies of the following letters:—

LETTER FROM LORD COLLINGWOOD TO  
LADY RALL.

Ville de Paris,  
Maison,  
Nov. 18th, 1801

My dear Madam.

I must sincerely condole with you on the death of my most inestimable friend—you have indeed sustained a loss for which no consolation can be found—but in your own breast—by bending humbly to the dispensation of that Providence who wills us good and evil—I pray Him to give you comfort and fortitude to bear your great misfortune and resignation. His death is indeed a loss to the world—and if to share your grief will mitigate them—all who knew him will bear a part in your woe.

For me—I shall long lament a friend who has for many years been dear to my heart—his virtues I revered, his wisdom was public good—and his gentle manner an example to mankind—I have lost him—and shall long deplore so great a misfortune.

I pray you dear Lady Rall, write me a line and tell me how you are—be patient in your affliction—and careful of your health.

With most sincere regard and esteem

I am, my dear Madam,

Your faithful and most humble servant,  
COLLINGWOOD.

LETTER FROM LORD NELSON TO MRS. RALL.

Envelope addressed—  
Mrs. Rall,  
Blackheath Hill,  
Kent.

Dear. 8th, 1800.

My dear Madam.

Your most think me a brute not to have answered your letter with me several days past but I will not pretend to make excuses, it is better to say at once that I have so many letters and other business on my hands that one hand cannot return thanks to all my friends, *prominent* amongst the foremost of whom, stands my Respected honored and affectionate friend your Dear good Husband. I have left nothing untold of His great and eminent services not only as a Sea Officer, but as a Signator a Minister, and a Sovereign who knows how to reign in the heart of his subjects. Ad! Young has told me repeatedly to be quiet, but who can be quiet when I see my friend unrewarded for I do not consider the Commissioners place as anything beyond a common Claim for common services. My friends are of those superior merits that claim superior rewards both as to titles and pecuniary recompense, nothing shall be left undone by me to obtain both, I cannot wish you soon to see him because 90,000 people look up to him as their good Father. With every kind wish for your Health and happiness Believe me Dear Madam your faithful friend and obedient servant.  
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Contributions of a suitable nature are cordially invited, and should be addressed to the EDITOR, THE NAVY LEAGUE JOURNAL, Wentworth Building, 6, Dalley St., Sydney.

The Navy League does not necessarily endorse the opinions of Contributors to the Journal.

All intensions of standing advertisements should reach the Journal NOT LATER than the 1st day of the month of issue.

PHONE: B 7808.

### AIMS AND OBJECTS OF THE NAVY LEAGUE.

THE NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy COMPLETE NAVAL PREPAREDNESS FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.

Its objects are:—

- To enlist on Imperial and National grounds, the support of all classes in MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
- To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.
- To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy. IN CONJUNCTION WITH THE AIR FORCE, sufficiently strong in all the elements which modern warfare demands.
- To teach the citizens of the Empire, young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WEALDS US INTO ONE IMPERIAL WHOLE.
- To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self-respect to the spirit of their Motto—  
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- To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.

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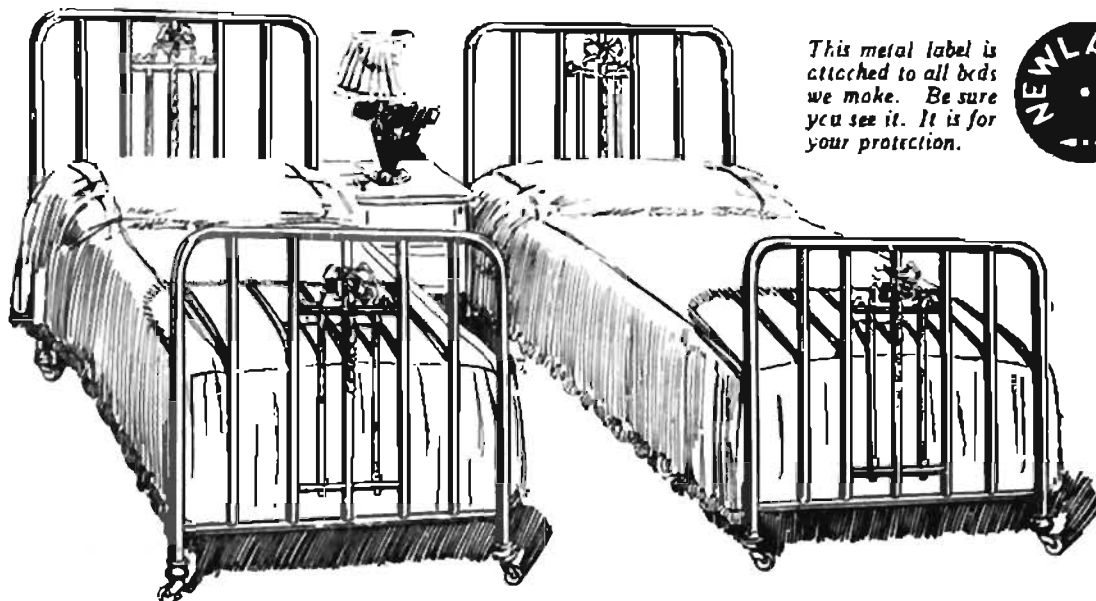
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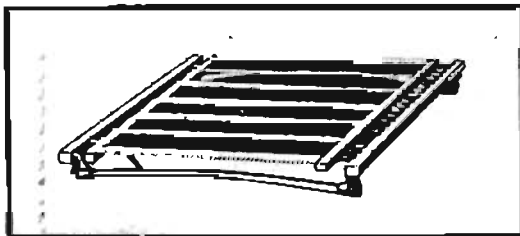
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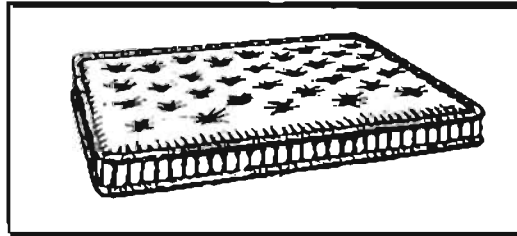
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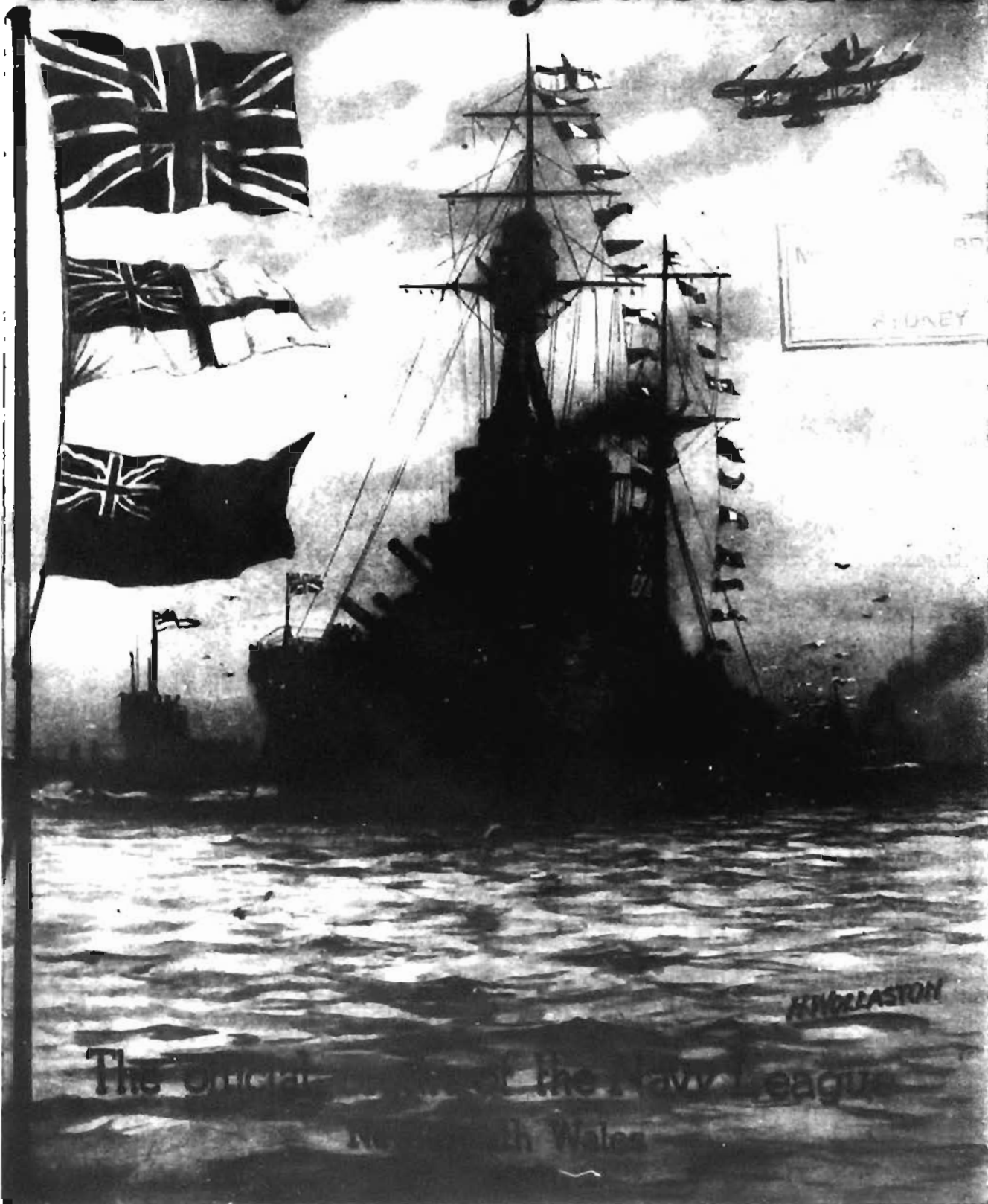
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VOL. 7, No. 7

NOVEMBER, 1926

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The Official Journal of the Navy League

New South Wales

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# The Navy League Journal

VOL. VII. No. 7.

SYDNEY, NOVEMBER, 1926.

PRICE 3d

## IMPERIAL DEFENCE.

THE problem of adequate defence will no doubt be discussed in some measure during the present Imperial Conference. The salient fact is that the strength of the British Navy at the present time compares most unfavourably with that which it held in 1914. After making due allowance for the need to go slow by reason of experiment and advances made in physical and technical science, Empire defence is not in a satisfactory condition. Much is lacking: the chief factor, that of spending-power in this vital direction, is necessarily diminished by economic conditions. And this is a much greater cause for the decrease in strength than the more obvious ones of our commitments and obligations under disarmament agreements.

The incidence of the weight of defence will perhaps in time be spread in a more equitable manner consistent with the degree of need and the means to pay of the various contributors.

It has become almost a truism to say that the centre of world gravity is shifting to the Pacific. The countries lavied by this mighty ocean are bulking larger in world affairs; and the future problem will be as vast and wide as the ocean itself. Its littorals are peopled by relatively scanty white populations living cheek-by-jowl with a teeming mass of peoples of widely differing ideas of ethics and civilisation. We need not here discuss the question whether the one civilisation is better than the other, or anticipate which one in the long run will predominate (assuming they do not merge); but it behoves the English-speaking peoples everywhere to realise the barest facts of the situation, fraught as it is with huge possibilities.

Though world affairs are thus moving geographically, it does not necessarily eliminate the influence of the older countries whence we sprang. We, in the newer countries, wrapped up to now, almost exclusively in the subjugation of nature and affairs

of material progress within our national spheres, must remain ready to court the help, statesmanship, and that experience and fine tact so immaterial and elusive in essence which have been gathered by the old country through centuries of contacts and dealings with outside races and conditions of men.

The United States of America have emerged since the war as a nation bound to enter foreign politics. The old consistent "Monroe" doctrine of withdrawal and isolation is no longer possible. America, then, is entering a new phase which will need all the vision, statesmanship, and good sense of its leaders; and let us hope that such may be evoked. A new road leading to hitherto unknown virgin country she will be exploring, along which patience infused with high ideals and restraint must be her guide.

Australia, Canada, and New Zealand are domestically concerned with the Pacific and, as constituent parts of Empire, have a great role to enact. Through them and by them let us hope, the great traditions and experience of our race, built up by years of active participation in the large affairs of humanity, may be accepted and used in such manner as may be compatible with ever-changing and enlarging conditions. Thus the Empire by its Pacific members will form a valuable bridge of understanding and sympathy with our cousins of the United States.

If Imperial Conferences tackle such problem as in a spirit of unity and cohesion—and the one now sitting is certainly showing such—it augurs well not only for the Empire itself but for all Imperial relationship with the outside world.

The world will then be appraised that we are pursuing definite, consistent external policies; and none is more needed to-day than the expression in no uncertain manner of our undivided and declared intention to adequately secure protection for our people and interests in the Pacific.

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## "The Last of the Buccaneers."

How William Campbell Captured the Spanish Cruiser *Entremina*.

Privateering Along the Spanish Main.

(BY THOMAS DUNBAR, M.A.)

ON June 20, 1805, there sailed from Port Jackson, for Valparaiso, the colonial cutter *Integrity*, commanded by Acting-Lieut. Charles Robbins, and carrying despatches from Governor King to Don Louis Munoz de Guzman, Captain-General and Governor of the Kingdom of Chile. From that day to this nothing has ever been heard of the *Integrity* or of her captain and crew.

Had she reached her destination she would have made history, for this was the first attempt to open direct diplomatic relations between Australia and a foreign power. Her voyage has another interest; and the occasion for it was the doings on the West Coast of South America of that sea-captain sailing out of Sydney, Captain William Campbell, of the brig *Harrington*, who has with picturesque exaggeration been called the last of the buccaneers. He would have claimed that he was a privateer—but then so did some of the buccaneers of an earlier day.

Campbell came to Sydney from India in 1802. The *Harrington* was a brig of 180 tons, mounting six guns, and carrying a crew of 40 men. In 1802 she was calling at King Island where Campbell came on a mysterious wreck, the only survivor from which was "one English cat."

After engaging in various other adventures Campbell arrived at Sydney in 1804 provided with a letter of marque from the Presidency of Port St. George (Madras), against France, and the Batavian Republic (Holland). He also claimed that he had a commission as a captain in the Bombay Marines, a claim disputed by Governor King.

At Sydney, Campbell shipped ten extra men, making a crew of 50, and sailed for Juan Fernandez and the Galapagos with the avowed object of collecting a cargo of sealskins. Juan Fernandez was at that time a noted sealing ground and the

Galapagos was a favourite place of resort for whalers.

CRUISE ON THE SPANISH MAIN.

In a letter to King, dated April 23, 1804, Campbell adds that if he could "collect any certain information of a war existing between his Britannick Majesty and the Crown of Spain, in that case to cruise upon the Spanish Main in the quality of an English Privateer."

In reply King pointed out to Campbell that he had no letter of marque against Spain, and warned him that any prizes that he might take if hostilities were commenced would be taken from him if he brought them to Sydney.

It was on March 4, 1805, that the *Harrington* returned to Sydney. She brought no Spanish prizes with her. However, the suspicions of Governor King were aroused by the talk of the crew, as reported to him.

First he sent Symons in the *Lady Nelson* to Jarvis Bay where the Spanish schooner of war *Estremina* was found lying at anchor with a prize crew from the *Harrington* on board. She was brought to Port Jackson, and later Robbins in the *Integrity* was sent to look for another Spanish prize—the brig *San Francisco* and *San Paulo*.

Robbins found the brig near Kent's Group in Bass Straits with a prize crew of 17, of whom five were Tahitians.

From the log of the *Harrington* and the statements of the officers and crew King gathered a very interesting story of Campbell's doing on the Spanish Main.

It appears that at Juan Fernandez he met an American whaler whose crew said that war had broken out between England and Spain. The assertion was a little previous, but the war that was to lead to Trafalgar was to come very shortly.



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However, Campbell accepted the statement without question. He therefore sailed for the Spanish Main to begin his privateering.

### CUTTING OUT A CRUISER.

After leaving Juan Fernandez the Harrington made the port of Coquimbo on the coast of Chile. The Harrington had been trading on the Chilean coast before and no doubt Campbell knew his way about.

As soon as the Harrington entered the harbour she ran alongside a trading brig—the San Francisco and San Paulo. The Harrington fired a gun and sent a boat's crew to take possession of the Spanish brig. The men of the Spanish vessel were allowed to go on shore with their beds and chests, except a Frenchman who was sent on board the Harrington.

The Spanish brig was sent to Tahiti in charge of a prize crew, while the Harrington cruised along the coast. Two days later she sighted the cruiser Estremina, a schooner carrying four guns and belonging to His Majesty the King of Spain, which was lying in the harbour of Caldera. When the Harrington was bearing down on her the Estremina fired several guns but without much effect. One shot passed between the Harrington's masts and another over her gaff. The Harrington replied with a broadside.

When the smoke cleared away they found that the crew of the Estremina had set her on fire and gone ashore in the boats. They were seen a little later running up a hill.

The Harrington's men went on board the Estremina and after some little trouble managed to get the fire out. Before they left her the Spaniards had slipped the cable of the Estremina and she had drifted on the rocks but Campbell managed to pull her off. The Harrington and the Estremina then sailed in company for Tahiti where they picked up the San Francisco.

From Tahiti they all three sailed to Norfolk Island and then the Harrington went to Sydney, the other two vessels being ordered to keep out of the way.

### CERTAIN PIGS OF COPPER.

There was another little interlude on the Chilean coast. This occurred at Guasco where Campbell

collected certain pigs of copper. It appears from an entry in the Harrington's log book that one Don Felix of Guasco (whose acquaintance Campbell had presumably made on his previous trading voyage) was expected to barter copper for the cargo which Campbell had to offer. It seems likely, therefore, that the acquisition of the copper was a matter of exchange. After all, cases are recorded in which Spanish merchants bought from the old buccancers goods which the latter had taken from other Spaniards.

Jorgen Jorgenson, not always a trustworthy authority, talks of Campbell having carried away vast treasures from South America and hints that they had been buried on an island in Bass Straits.

After this the account of the goods taken by the Harrington, as collected by King from the log of Captain Campbell and the journal of his chief mate Francis Gardiner, is disappointing. Nor do we hear of the supposed buried treasure ever having been dug up.

Apart from the pigs of copper from Guasco the only things mentioned that would have appealed very much to an old-time buccancer were 50 dollars and a pair of stone knee-buckles taken over from the Estremina.

A large quantity of stores was taken over from the merchant brig, including 180 fathoms of cable, 370 of hawsers and 170 of rope. Then there were 62 bags of flour and 20 of beans, 21 bales of sugar, 3 of "mata" (presumably mate, the stuff used in South America instead of tea) seven jars of syrup, 2 bales of tallow and 19 sheepskins. There was also some beef and a few hides and other odds and ends.

### BOUGHT BY GOVERNMENT.

After King had taken possession of the two Spanish prizes things dragged on for some time till news arrived that war had been declared between England and Spain in January 1805. In the meantime Robbins had been sent with a flag of truce and apologies for the high-handed action of Captain Campbell but nothing more was ever heard of Robbins and the cutter Integrity.

When news came of the outbreak of war the officers and men of H.M.S. Buffalo claimed the Spanish cruiser Estremina as their lawful prize. Finally King ordered the two vessels and the goods seized by the Harrington to be sold at auction, the

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proceeds to be held in trust till the decision of the Court of Vice-Admiralty was known.

The total sum realised by the auction was £5,053 18s. 9d. Of this more than half was paid by the Government of New South Wales which bought the Estremina for £2,100, meal and flour to the value of £370 16s. 7½d. (which seems to indicate that the inventory already mentioned was by no means exhaustive), and pigs of copper to the value of £156 8s. 4d.—a total of £2,627 4s. 11½d. The Estremina did good service to the State till she came to grief a little later.

As to Campbell, he never went privateering on the Spanish Main again, but he had an active adventurous life. He settled down to trade out of Sydney; but in 1808, during the troubled times that followed the deposition of Governor Bligh, 50 convicts headed by Robert Stewart, once a lieutenant in the navy, carried off the Harrington.

Off the coast of Luzon (Philippines) the H.M.S. DeJauneuse ran into the Harrington. However, the runaways contrived to run the vessel ashore; and in 1812, Campbell states, that he had heard that Stewart and others of his company were still at large "in the interior parts of India."

Campbell himself secured another vessel—the James Hay—and in 1812 he was pearl-fishing amongst the Paumotu or the Low Archipelago, an occupation of which he claims to have been the pioneer.

He pushed his claim to compensation for the loss of the Harrington, and eventually Governor Macquarie gave him a grant of 2,000 acres of land to console him for his loss. On this the old sea-dog settled down.

When Hume and Hovell made their overland journey to Port Phillip in 1824 they named a mountain after "Mr. Campbell of Harrington Park."

No doubt in his peaceful retirement as the owner of Harrington Park, Captain Campbell's thoughts often turned back to the stirring days when he cut out the King of Spain's cruiser, or carried the San Francisco out of Coquimbo.

Headquarters thankfully acknowledge the receipt of "The Dictionary of Naval Terms" given by Miss Frances Glasdon to the League.

## Shellback Soliloquies.

SIGNING ON AGAIN.

(O.K.D.R.)

It's nice ter slip yer anchor  
 An' make fer open sea  
 When yer've had a spell ashore  
 An' seen—all there is to see.  
 An' yer feel the dust a stickin';  
 An' all the stretch an' roar  
 O' cities clog yer gills an' oars—  
 Yer not wishing any more  
 Ter see the frills an' pretties  
 With their charmin' dainty ways,  
 Fer yer money doesn't spin the same  
 It used in other days.  
 It's then the old, old longing comes  
 To get where yer belong  
 An' leat it quick to anywhere—  
 No matter where—so long  
 As it's across the rollin' sea  
 With a wind a blowin' cool,  
 A blowin' all them cubwebs out  
 Yer've rathered like a fool.  
 O the shore's alright for them that's knowed  
 No better kind o' life,  
 An' 'tis enough for all them blokes  
 Who takes ter them a wife  
 But fer o' lad who's got some sense  
 An' nifty, with a thought  
 Above the plain hum-dinger-dum,  
 Jig-truttin' kind o' sort  
 O' d'ear content—for that is all  
 The beach is seems ter me—  
 There's only one thing he can do  
 An' that is go ter sea.  
 An' 'tis reckon as I've fathomed things  
 An' got me bearings right,  
 Fer I've kept on turnin' large, long thoughts  
 In the watches o' the night:  
 Life ain't no sailor's holiday;  
 But, thank the Lord, it's true  
 That there's Beauty and some danged, hard work  
 In it fer me an' you.

*Please Ask a Friend to Join  
 The Navy League.*

## Naval Notes from Europe.

(By a Special Correspondent)

When the British battle-cruiser *REXOW* conveys the Duke and Duchess of York on their Empire tour early next year she will carry women passengers for the first time. The last occasion upon which a woman sailed in a British warship was in 1919, during Earl and Countess Jellicoe's tour in the *NEW ZEALAND*.

On completion of trials next year the British submarine *L.26*—last of the war programme submarines to be completed—will proceed to the Mediterranean.

The Atlantic Fleet minelaying destroyer *TELEMACHUS*, launched in 1917, is to be scrapped shortly. She is the only "Admiralty R" class destroyer to see constant sea-going service since the war.

The British depot ship *HACLA*—purchased into the Navy in 1878 when building at Belfast for the British Shipowners Company—has been towed from Chatham to Preston to be scrapped. For many years she served as a sea-going depot ship for destroyers but has not been to sea since 1919.

The new British destroyer *AMAZON* commenced her trials at the end of September.

The Italian training cruisers *PISA* and *FRANCESCO FERRUCCI* recently visited the Thames and Portsmouth. During their stay at the latter, parties of cadets were taken over the *EXCELLENT* (Gunners School at Whale Island) and the *VERNON* (Torpedo School).

One of the first vessels to go under the scrapping scheme, announced last year, is the "Admiralty R" class destroyer *ROA ROY* (built 1916) which has been towed to Garston to be scrapped.

Following their call at Aden, the Japanese training ships *YAKUMO* and *INZUMO* went through the Canal to Port Said and will remain in Mediterranean waters until the end of October.

To mark the final passing out of commission of the old *BAGLEY* (built 1804) there was a parade of the Mersey Division of the R.N.V.R., and the Last Post was sounded as the old British drill-ship hauled down her ensign.

The rumoured request of the new Greek Government for the return of a British Naval Mission has been denied, but Britain is to be approached with a view to loaning five gunnery and aviation instructors.

T. W. Ward & Company, Sheffield shipbreakers, have leased a portion of Pembroke Dockyard for a reported period of seven years.

Rear-Admiral A. P. Addison, C.B., has completed his two years in command of the Mediterranean Destroyer Flotilla and has been succeeded by Rear-Admiral the Hon. Herbert Meade, C.B.

The Autumn cruise of the British Atlantic Fleet is now in progress. The Fleet will reassemble at Portland on October 30, for the visit of the Dominion Premiers, who will witness firing practice. No review will take place.

The British submarines *K.2*, *K.6*, and *H.21* have been purchased by a Newport (Mon.) ship-breaker.

On her way out to China after recommissioning at Devonport the British cruiser *DURBAN* will pay a special visit to her name port in December.

The chief of the Finnish Navy, Commander Roos, was recently killed through inhaling the fumes from a leaky exhaust pipe of a naval motor launch in the cabin in which he was sleeping.

The three British cruisers *CARYSPORT*, *CASTOR* and *DARTMOUTH* are taking relief crews for China. This is the *DARTMOUTH*'s first long sea-trip since 1922 when she went trooping to the West Indies.

Admiral Sir Robert H. Harris has died in his 84th year. During the Boer War he was Commander-in-Chief at the Cape and in recognition of his services in rushing up naval guns to besieged Ladysmith he was awarded the K.C.B. and promoted to Vice-Admiral.

The *Chantiers Navals Français* have now delivered the 1,450-ton flotilla leader *ORAGE* to the French Admiralty. In her recent trials she attained a speed of 33.8 knots. Her sister *OURAGAN* attained 34.4 knots.

It is expected that on the completion of the British battleships *NELSON* and *RODNEY* they will join the Mediterranean Fleet.

The appointment of Captain of the Fleet in the Mediterranean has been given to Captain Arthur K. Bedford, in succession to Captain J. Hallett, C.B.E.

The surprise condemnation of the British submarine *L.9* is explained by the defects that it would be too expensive to rectify. Her place will be taken on the China Station by the *L.27*, which recently completed at Sheerness.

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## Songs the Sailors Shouldn't Sing.



BILL (to Boy in his first dusting): "Cut yourself a piece of cake and make yourself at home."

## NAVAL NOTES—Continued.

Owing to the British coal strike, the construction of the new cruiser *Sussex* is being held up.

All officers and men of the British Navy may now be ordered to make casual aircraft flights in the course of their duties. No extra pay will be granted for this.

Surgeon Rear-Admiral C. M. Beadnell, C.B., has retired six years under the age limit to facilitate the promotion of junior officers. Among other things he was the inventor of a life saving waist-coat.

The Soviet Baltic Fleet recently took a cruise off the coast of Estonia. The Inspector of the Red Army, Kamenoff, was present in the battle-cruiser *Marat* (formerly the *Petrovavlovsk*).

The British cruiser *Dublin*, which was completed in 1912 and which was placed on the sale list last year following the cancellation of her projected refit, is being scrapped.

The reconstruction of the old British wooden battleship *Implacable* has now been completed and she has been berthed at Falmouth.

A Liverpool master stevedore has invented a life-saving device for submarines, to be used in the event of a failure to rise.

The British cruiser *Constance* has paid off for a long refit at Chatham Dockyard.

The British destroyer *Rosalind*, first commissioned in 1916, condemned last year under economy measures, has arrived at Garston for scrapping.

In honour of the anniversary of King Feisal's accession to the Throne, the Royal Indian Marine ship *Lawrence* flew the flag of Iraq at her mast-head and fired a 21-gun salute. This is the first time that Iraq's flag has been flown by a warship.

No more promotions to the rank of Royal Marine Gunner will be made in the future in the British Navy.

The British battleship *Ajax*, which is now being prepared for sale, has been replaced by the *Canterbury* as S.N.O.'s Ship, *Nore Reserve*. The latter will replace the *Cleopatra* in the Second Cruiser Squadron in November.

The British battleship *Ranillies* is now undergoing an extensive refit upon which over £100,000 will be expended. She was the first vessel to make use of the new floating dock at Devonport.

The establishment of a naval Depot at Pembroke Docks has now been practically decided upon, probably for the training of specialist ratings.

## BOY TRAINING for the Royal Australian Navy.

THE NAVY LEAGUE (N.S.W. Branch) in collaboration with the Australian National Defence League is actively placing before the public the reasons why it is imperative to continue training boys for the service by the system that has been followed with such eminent success during the last 14 years.

The Federal Government's main proposed alterations of the present principle of training are to recruit the individual at a much later age—from 17 to 21 years—and to cut down the period of training from 12 months to 3 months.

These very drastic changes of principle appear to be thought necessary as a measure of economy at the present time.

Such a saving—for what it amounts to relatively—is felt by executives of these leagues to be dangerous to the future well-being of the service. After all, we may have ships up-to-date in equipment and the last word in naval science and experience, but one must also have—for them to be of any use whatsoever—men trained to man them efficiently, and to use the many highly complex instruments and tools with which to-day a war vessel simply bristles. It shows itself as a saving in the expense of training a keen, skilled *personnel*—the great human equipment of the service, upon whom in the last resource this arm of defence depends.

It may be pointed out here that criticism in regard to the cessation of boy training is in no way concerned with the question of shore or ship establishment. That, in the particular case, the "Tingira" has been found to be inadequate is not in point. The system of training of boys at a plastic age and over a fairly lengthy and continuous period of time and that of the proposed alternative, are the only questions really in issue.

Please interest at least ONE friend in our Sea Cadet Movement.



## The Passing of H.M.S. Blenheim.

BY FRANK F. BOWEN.

LOVERS of the old ships and naval sentimentalists have so bitterly regretted the passing of so many fine ships from the pre-war list, although we have very few men-of-war which appealed to the enthusiasts like the vessels that were built under the Naval Defence Act and in the years immediately following, that the towing away of H.M.S. *BLenheim* to the scrappers, has attracted a lot of attention in Great Britain and has released a flood of memories. She and her sister the *BLAKE* caused such a stir when first they came out in 1890 that they will always be of interest to the student, while as she was the last of the old type of cruiser with a ram bow, two tall funnels with just the right rake, and a general air of symmetry, she was particularly popular when cruisers had gone into clipper stems and a generally untidy outline.

In the late 'eighties the British Admiralty suddenly realised that they were lamentably short of cruisers, and that the trade lanes on which the existence of the country depended were very largely unprotected in case of war. Accordingly they got the Naval Defence Act passed by Parliament, which permitted the construction of a big fleet on a loan raised for that purpose. The *BLenheim* and her sister the *BLAKE* were two of the first ships to be so built, the former being constructed by the Thames Ironworks, a firm which had the shipyards where some of the most famous of the old East Indiamen were built, but which went out of business some fifteen years ago. She was built very largely as a reply to the French *Dupleix* and *Loire*, which was then under construction, and about whose features wonderful stories had been told in England. In her general design she was a development of the belted cruisers that had been built in the 'eighties, but the substitution of a protective deck for the short belt permitted a high speed to be obtained. The *BLenheim* and *BLAKE* were the first British ships to be given armoured casements for their secondary armament, and the first to have a special armoured glacis round their engine-room hatches.

But their primary purpose was speed, and they were the first British warships to be given four distinct sets of triple-expansion engines, although the Italians had already tried the experiment. The engines and boilers occupied nearly two-thirds of the length of the ship. The engines were in four separate compartments, the two on either side being coupled together and easily disconnected, so that the ship could cruise on the after engines only. This was a feature with which many engineers disagreed, for they said that if the after engines had so much more work than the forward ones the bearings would wear down, and when they were all coupled up for full speed the shafts would be found to be out of line. The engines were supplied by six double-ended cylindrical boilers, which at first gave a certain amount of trouble, but were afterwards slightly altered in a most satisfactory fashion.

As regards armament the *BLenheim* had two 9.2-inch guns mounted fore and aft and ten six-inchers on the broadside. For defence against torpedo craft she had 16 three-pounder quick-firers and 7 Nordenfeldt machine guns firing a .45-inch bullet. In addition she had two 9-pounder muzzle-loaders for work ashore. The torpedo tubes were 14 inches in diameter, two of them being submerged and two above water.

Her trials were a little disappointing, for her maximum speed was 21.28 knots for four hours instead of the 22 for which she was designed, while the mean of eight hours was only 20.4 knots. However, she steadily improved on service, and when nearly thirty years old she was still good for 20 knots. Although the Naval Defence Act had provided for the construction of a large number of cruisers it had not made any provision for their crews, and the natural result was that most of them had to be paid off into reserve as soon as they were commissioned, while boys were being passed through the training ships as fast as they could be given a thorough naval education. So it happened that from 1892 to 1894 the *BLenheim* was laid up at Chatham, and before she had ever been properly



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commissioned her ten 6-inch breech-loading guns were taken out and replaced by quick-firers. She was finally commissioned in May, 1894, to relieve an older ship in the Channel Squadron and served with that flag until 1898.

In 1895 she was taken off her regular service to carry the remains of the late Canadian Premier across the Atlantic, and the voyage tested her seaworthiness to the utmost. She had bad weather practically the whole of the time and proved herself rather wet forward, so that some people were a little doubtful as to how her bow gun would handle in rough weather. Further tests, however, proved that it was quite efficient. In 1896 she was sent out to the Canaries to bring home the body of Prince Henry of Battenburg. About this time one of her midshipmen was Kenneth Mackenzie-Grieve, who will be remembered on both sides of the Atlantic for his part in Alcock's first Atlantic flight.

In 1897 she had a most peculiar accident, for the giant French sailing ship *FRANCE* was lying in the Channel when the *BLUENHIM* took her lights to be the lanterns of two fishing boats and tried to steer between them. Very little damage was caused and the officers of the *BLUENHIM* were found blameless, largely on account of the character of the Frenchman's lights.

In 1898 she was employed on troop service to China, and three years later went out to that station for three years. In 1905 she went into the Reserve at the Nore after having £35,000 spent on her re-fit, but in the following year further money was spent to convert her into a sea-going torpedo depot ship. Her armament was reduced to four 6-inch guns and ten light quick-firers, while she was fitted up with a number of workshops and coaling facilities for the destroyers under her charge. Her work was very largely at Harwich, where she grounded twice, in 1909 and 1911, but on neither occasion did she sustain any material damage. Just before the war she was sent down to the Mediterranean on similar duty and was kept busy with the Dardanelles operations and other campaigns in those waters. During the war the necessity of putting every available gun into merchant ships caused her armament to be reduced to one 4-inch and seven old 12-pounder guns, but

after the Armistice this was increased to three 4-inch and one 12-pounder.

In 1921 she was brought home to the Nore and commissioned as the depot ship at Harwich for the Central Reserve of Mine-sweepers. On this she relieved her sister, the *BLAKE*, which went to the scrappers. In 1922 she was transferred with her charges to Sheerness, and remained there until she was paid off to prepare for sale to the scrappers. In September she was towed away to be broken up.

## Forthcoming Navy League Concert.

A Concert is being arranged to help Headquarters' Fund of the League. It will be held at the King's Hall, Hunter Street, on Wednesday, the 15th December, at 8 p.m. The programme aimed at is the presentation of a varied, interesting and unique entertainment.

It is hoped that there will be given a one-act play, some music, songs and dancing; and in addition humorous sketches and monologues.

The King's Hall has limited accommodation and so intending patrons should bespeak early their reservations. There is no doubt that out of such a comprehensive and exhaustive variety of artistic representation there will be found something to appeal to everyone's taste and liking; so that it is hoped that apart from the object (the raising of a sum of money for League purposes) the concert will be valued intrinsically for its own sake and supported by those members and their friends who desire this kind of entertainment.

Reservations may be booked for the price of 4s. 4d. and may be obtained straightway by application to the Navy League Office, 6 Dalley St. (B 7808). Ordinary admission is charged at the popular price of 2s.

*Members are requested to interest and enrol a friend.*



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**BIRCHGROVE**—Officer-in-Charge Mr. E. STONE  
Hon. Sec. Mr. E. MILLER

### Oswald McMaster Gold Medal for Signalling.

This medal was competed for on Saturday, October 16th, at Birchgrove Oval, in the presence of many spectators and supporters of the League and its Sea Cadets.

We had the good fortune to obtain the services of Commissioned Instructor J. F. Warner, R.A.N., and Chief Yeoman of Signals, S. Hopper, who acted as judges and who, further, have courteously furnished a full report on this important contest.

After the first round it was found that 7 cadets out of 20 had scored 100 per cent. marks. The next eliminating round winnowed the number down to 2—B. Collins of North Sydney and D. Walker of Drummoyne. The former after a very close contest with D. Walker was declared the winner and medallist.

After reciting the features of the competition the report ends:—"To the winner we offer our most hearty congratulations, to the remainder our admiration for the splendid spirit exhibited throughout, and to all our hope that the keen interest, so evident on this occasion, may continue to be taken

in all your spheres of training, the results of which must be a source of great satisfaction to your instructors and to all who are so interested in the League as to make it possible for you to attain such splendid heights of efficiency."

Altogether an excellent event, which proved indisputably the very fine material that the Sea Cadet Officers have worked up and trained for the signal branches of their respective companies.

### NORTH SYDNEY

(Contributed by Miss Murray)

The Company turned up in good numbers to the event at Birchgrove Park on the 16th of October, the occasion for competing for the Oswald McMaster Gold Medal for signals, and were all very proud that P.O. Boy Collins won the much coveted medal.

The catheads are proving most useful and are a great asset to the depot. They are situated in full view of the ferry wharf on the bend, and are thus clear of traffic and over deep enough water. The work of erection was carried out entirely by officers and cadets; and this method of securing the boat will mean a great saving and certainly lengthen its life. It also gives the means of performing the

evolution of hoisting and lowering—a most important item of boat work and in itself good team work and physical exercise.

Preparations are going on apace for the Christmas Camp at Deep Creek, Narrabeen. We hope that the whole Company, in association with the newly-formed Mosman Bay Company, will attend. The period of camping will extend from Xmas Eve until mid-day, New Year's Day.

We are pleased to report that 16 new recruits have joined the Company during the last month, and the Mosman Company is increasing steadily, and is looking forward to the time when their depot arrangements will be finalised. A meeting is being convened on the 17th of November to elect a sub-committee for this district, and thereafter all should go well with Mosman.

A boxing tournament was held recently one recreation night at depot when some interesting and sporting events were witnessed. Those participating were in order of their matches—Taylor v. Poole, Atkins v. Boyd, C. Clarke v. F. Smith, E. Collins v. F. North, B. Collins v. R. Sylvester.

This month has seen two functions which have been successful in the raising of depot fund. All appreciate Mrs. Ralston's kind thought in lending her house on the 15th October for a Bridge and Mahjongg evening. A very pleasant time was spent by the guests, and when the final returns are in we hope that a good sum of money goes to the fund. Among those present were Mrs. Ralston, Miss Ralston, Miss Francis Glasson, and the Misses Murray.

A very enjoyable ball was organised by Mrs. Butcher and ladies of the Welfare Committee, and took place on the 30th October at Warringah Hall. It was very well attended, there being well over 200 persons present. Another good addition to the funds is expected thereby, and our thanks are given to all those who worked so energetically for the success of this function.

Altogether, North Sydney and Mosman Bay Companies are in a thriving condition numerically and financially, and attendance for drill and training has been wonderfully keen.

### LANE COVE.

(Contributed by Mr. R. M. Somerville, O.C.)

This has been a fairly busy month with us. The usual nightly parades have been held, but not much boat work has been carried out owing to other work which has occupied our Saturday afternoons.

Two Church parades have been held this month—one at the Presbyterian Church, where the Rev. Mr. MacDonald delivered a fine address to the young people, and the other at the Methodist Church, where they heard another good address.

The competition for the Oswald McMaster medal was very keenly contested at Birchgrove Oval, and some very exciting tugs-o'-war took place. In the signalling competition the examiner expressed his surprise at the proficiency shown by the boys in receiving the messages.

A very enjoyable evening was spent at the Royal Naval House on Nelson night; and the way in which the boys applauded the items on the programme, spoke volumes as to the popularity of the artists.

Amongst the presentations that evening P. O. Frank Pritchard received a sheath knife for regular attendance during year 1925. Cadet Frank Caldecott received a medal for knots, bends, and hitches, and Cadet John Martin received the "Viking" watch for punctuality.

Misses Darcey and Gooch conducted a dance in the School of Arts, Lane Cove, but the results are not yet to hand. Those who attended had a very pleasant evening.

On Saturday, 30th October, the Company headed a procession of decorated cars and vehicles to the Longueville Park for a carnival in aid of the North Shore Hospital.

Mr. A. W. Craig, of Wahroonga, has very kindly donated a number of books to the Company's library, and to that gentleman we tender our best thanks.

During the month we have enrolled one new recruit—E. McGiffen.

### DRUMMOYNE.

(Contributed by Writer C.P.O. Everingham)

We take the opportunity to congratulate North Sydney Company on their victory in the McMaster Medal competition, but we can also assure them that there is no doubt about next year's winner. The fruits of Mr. Hinchcliff's labour were hardly ripe on that day.

On the night of the 21st October (Nelson Day) the Company attended at Royal Naval House. The boys enjoyed it thoroughly, and the thanks of the Company are extended to those artists who helped to make it so enjoyable. The belated Cochran shield also came into our possession on that night.



BIRCHGROVE COMPANY'S BRASS BAND.

Taken with a KODAK

On Saturday, 23rd, we sailed up to Abbotsford in the cutter and viewed the Sydney Rowing Club's regatta.

Saturday, 30th, the Company rowed across to Gladesville Reserve and indulged in a swim.

Saturday, 6th November, the Company made their way up to Abbotsford Baths in the gig "Quambi."

A net profit of 10/- was realized on the camp, and it was decided to put it towards the purchasing of three silver medals which are to be competed for. One is for signalling, another for general seamanship, and the third for good conduct, dress, etc.

Captain Smith gave us some slate-coloured paint, and on Monday, 1st November, our O.C. came down and painted the gig.

New Recruits.—Soady, Stokes, Crick, Duker, Edgerton, Williams and Nicholson.

## BIRCHGROVE.

(Contributed by Mr. S. Cooper, O.C.)

On Thursday, October 7th, at our Welfare Meeting Mr. Billam visited us and was introduced to 34 of our adult members, also to 11 young ladies of our Felix Club. He was an interested

Continued page 19.

The following poem deals with that spirit of altruistic helpfulness shown by certain adults towards those younger in age and experience.

The Navy League's Officers and Instructors, who are giving their time, work and thought to the Sea Cadets, are practical illustrations of this self-imposed trust and are in the true sense "Bridge Builders."

## THE BRIDGE BUILDER.

An old man, travelling a lone highway,  
Came at the evening, cold and gray,  
To a chasm deep and wide,  
The old man crossed in a twilight dim,  
For the sullen stream held no fears for him,  
And he turned when he reached the other side,  
And bridged a bridge to span the tide.  
"Old man," cried a fellow pilgrim near,  
"You are wasting your strength in building here,  
Your journey will end with the ending day  
And never again will you pass this way.  
You have passed the chasm deep and wide,  
Why build a bridge at eventide?"  
The builder raised his old gray head:  
"Good friend, on the path I have come," he said,  
"There followeth after me to-day  
A youth whose feet will pass this way.  
This stream which has been naught to me,  
To that fair-haired youth may a pitfall be—  
He, too, must cross in the twilight dim,  
Good friend, I am building this bridge for him."

—A.W.O.

spectator of the business-like way the meeting was conducted by its lady-officers. Mr. Cooper our O.C. welcomed the visitor on behalf of those present who in reply said how heartening it was to witness such enthusiasm and efficiency and to see so many responsible ladies and gentlemen taking such an interest in the sea-cadet movement so that they gave much of their time, ability and practical help to the training and entertainment of the boys of their branch.

He pointed out, further, the need for a wide unity in the cadet movement; and the efficiency and keenness as exemplified by the supporters of Birchgrove augured well, not only for Birchgrove, but for the sea-cadet movement as a whole.

We formed a Guard of Honour with 50 of our cadets on the occasion of the opening of the Balm Memorial Hall by His Excellency, Lord Stonehaven. The Governor-General, asking to be introduced to the officer-in-charge, then inspected our contingent and complimented the boys on their smart and cleanly appearance. The Miss Charles-Fairfax Flag and Moffat Colours and other Company flags were explained to him on request.

Apropos of this, the night before—to be exact 11.30 p.m. the powers that be sent out an S.O.S. for bandmen to the depot with the result that six of our bandmen joined the Rozelle Band and thus obtained speedy baptism of playing in public.

The Rozelle Bandmaster expressed surprise when informed afterwards that these cadets had only had a month's tuition and he was highly complimentary. Once again Birchgrove slipped into the breach!

We feel that Headquarters will be inundated with thanks for the Nelson Day Concert. Birchgrove enjoyed themselves to the last man and were pleased indeed to meet old ships again. We feel it would not be amiss to have more concerts, etc., whereat the companies come together and fraternize and say A Grand Navy League Concert twice a year—we are sure the tickets would sell like hot cakes, especially if all companies, with their Welfare Committees' got right behind them.

Birchgrove Company send heartiest congratulations to all cadets who won watches and medals and extend their thanks to all the various artists who helped in the success of the Nelson Concert and also to the State Military Band, who gave of their best.

Our circle of friends is extending everyday. The Birchgrove Sailing Club's 14-footers put on a Navy League Handicap race on Saturday, 30th October, and 13 cadets were required for the 13 boats entered. Mr. Phillips' "Thelma" won in a keenly fought contest and the fine sportsmanship shown by the crews was an education to our lads, besides the

fine experience they gained of sailing. The report from the club speaks highly of their usefulness in this capacity. Each crew entertained their cadet with cakes and soft drinks; and to show the good feeling between the club and ourselves, these races are to be continued and the Sub-branch and the Sailing Club are linking up for future events and activities. What other clubs are willing to put up a race for the younger brother as Birchgrove has done?

Recently, through the good offices of Mr. Silk our President, the cutter was hoisted for repairs and we hope to have her in the water by the 13th November, the day of the race. Mr. Wells undertook to paint her himself, the other officers being otherwise engaged; while Mr. Whitmore painted the whaler which is now in the water again.

Time devoted to the interests of the Branch is the order of the day among officers of our depot and we feel that we are fortunate in having the services of so many imbued with the spirit of helping the boys and who keep the depot running so smoothly and efficiently.

## ROSE BAY-BONDI.

(Contributed by Mr. C. J. Hopkins, O.C.)

Another busy month has passed since our last issue, during which time we have managed to crowd in as usual a good deal of work.

Trips to Manly, Balmoral, Clifton Gardens, Neilsen Park, Shark Island were made, and a good deal of swimming indulged in. With the advent of the warm weather this pastime is decidedly popular with the boys, some of whom are no mean exponents of the natatorial art, and with a bit of coaching should be able to hold their own in good company. We would like to give them a try-out with the "speed kings" of the other companies.

The 21st October (Trafalgar Day) was celebrated by the usual function at the Royal Naval House. Big musters from the various companies, accompanied by their standard bearers, buglers and drummers, made an imposing sight at the assembling point in Grosvenor Street, and very favourable comments were made on their smart appearance. A very fine programme, which every one enjoyed, made the night pass all too soon.

Various prizes recently won were distributed during the interval to the winners of the various events.

Mrs. Mayne, on behalf of Mrs. Hamilton Marshall (at present in England), presented the Rose Bay-BonDI Sub-Branch with a splendid Union Jack, which was most acceptable and of which we are very proud. Mrs. Mayne donated a standard carrier

Continued on page 20.

## The Navy in Peace Time.

BY LIEUT.-COLONEL C. H. MOLLINGTON, R.N. (RETIRED).

IT has always been easier to make war than to preserve peace. A declaration of war has frequently been the line of least resistance, whereas the preservation of peace has as frequently entailed difficult diplomatic exchanges over a long period coupled with correct and properly timed movements of the actual implements of war in such a way that these movements cannot be construed as acts of hostility.

Where the British Empire is concerned, it is practically always the Navy which is called upon for a "demonstration," which will bring the other party to the dispute into line. Assuming that in any particular circumstances the diplomats and statesmen have done all they can, and that it is time for the Navy to take a hand, I propose, by means of one or two instances, to show how the work is done. A recital of these instances will show how absolutely essential it is that the Naval power of England shall be maintained, not only for the welfare and prosperity of the Empire, but for that of every other civilized and uncivilized nation. An example that has come very opportunely to hand deals with the recent political disturbances in Egypt, a country in which the Empire is vitally interested on account of the Suez Canal and the territory's output of cotton which is the raw material of England's second largest industry.

In accordance with British custom Egypt became an independent kingdom after the late war—the country being then deemed capable of looking after its own affairs. England, however, retained some say in the matter, knowing of old that native races are apt to experience political growing pains in the early stages of independence. This happened in the case of Egypt, and the anti-British element did not stop short of murder.

In the political upheaval that followed, it became essential for the preservation of civilised interests that the Egyptian extremist leader, Zaghlul Pasha, should not accept political office. The part played by a single British man-of-war in the subsequent proceedings is excellently told in a

leader on 16th June last in the *Naval and Military Record*, the leading naval weekly in England. The leader is entitled "Silent Pressure."

"The arrival of the battleship *Resolution* at Alexandria during the recent political crisis in Egypt, proved a strong, silent factor in dispelling what at one time threatened to develop into a very serious situation. The people of Alexandria gazed across to the still remaining ruins of the old forts and remembered what happened on the 11th July, 1882."

That was the occasion of the Bombardment of Alexandria, when not only silent demonstration but decisive action became imperative in somewhat similar circumstances. It was on that occasion that Lord Charles Beresford—then commanding a small gun-boat, the *Condor*—first came into prominence through his handling of his ship, and caused the British Commander-in-Chief to make the famous signal, "Well done, *Condor*." That, however, is by the way.

"The *Resolution* looked peaceable enough as she lay within Alexandria's wonderful break-water, but her presence was of unmistakable significance. Zaghlul Pasha, who probably has a much greater respect for a single battleship than for all the diplomats in the British Empire, decided that he would not accept office after all. Once again had been proved the accuracy of Nelson's dictum that "a British warship is the best negotiator in Europe." The *Resolution* did no negotiating at all. She merely came to Alexandria and showed herself. But the 'silent pressure' of this perfectly unobtrusive demonstration achieved its purpose. As a mere hint, it was most effective. The late Lord Charles Beresford used to say that battleships were much cheaper than battles."

Which is only another way of putting what Nelson said, and which is also only a variant of the commercial saying, that fire insurance is much cheaper than a fire.

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Examples of the influence exerted in this way by the R.N. could be multiplied many times; but perhaps the most famous and important occasion when the White Ensign exerted its silent pressure in the interests of world peace arose during the Spanish-American war. On that occasion—about 28 years ago—the German and American fleets were anchored in Manila Bay. So was a small British gunboat—"bug-traps" we used to call them in the service—commanded by Captain Chichester. Germany did not view with favour America's actions in the Philippines, and the two fleets—German and American—were just about ready to fly at each others' throats. If they had the result might have been an upheaval similar to that which did break out in 1914. Chichester sized up the situation, and during the night when relations were most strained he pulled up his anchor and took up a new position exactly midway between the two fleets, so that whichever first opened fire could not do so without risk of hitting Chichester's ship. Neither side was game to do that, and a German-American war was averted. The sequel provided incidentally the most effectively diplomatic answer ever given on a vital occasion. The American Commander-in-Chief was Admiral Dewey. The German Admiral called on Chichester and asked point blank what he would do if fire were opened on the Americans. "That," replied Chichester, "is known only to Admiral Dewey and myself."

It is not unnatural that with the very rapid expansion of the Royal Navy in the 15 years preceding the late war the opportunity for such demonstration of "silent pressure" should have been fairly numerous. In my own short experience I witnessed three as an unimportant and very junior officer in the British Mediterranean Fleet. The first was about the middle of 1904, when two Russian privateers—the Petersburg and Smolensk—started holding up neutral traffic in the Red Sea. The Russo-Japanese war was in progress, and we naturally objected to P. & O. boats being interferred with, so the Mediterranean fleet went for a cruise in the Eastern Mediterranean, calling at Alexandria and Port Said, at the latter place for only a few hours. It was quite enough. The Petersburg and Smolensk were withdrawn.

On another occasion about that time we were having a frontier dispute with Turkey; and the genial Turk as usual seemed prepared to bluff up to the last moment. We got—to put it colloquially—fed up, and decided to bring matters to a head; so the Mediterranean Fleet moved up to Phaleron Bay near Athens and just across the Aegean Sea from Turkey's front door at the Dardanelles. As our anchors dropped we carried out the evolution known as "landing every available man." This consisted in putting all our boats in the water and loading them with all available officers, seamen, marines and stokers, each armed with a rifle and ammunition and carrying a supply of provisions and water. About ten minutes after anchoring, about 5,000 armed and provisioned men and twenty or so twelve-pounder field guns were in the boats ready to land. I think we also had the men's suits dyed khaki to give an added touch of realism. This was done in full sight of Athens and Phaleron, and was duly reported—as it was intended to be—to Constantinople. The Turk then gave in.

The other occasion was when the Russian Baltic Fleet set out for Japan during the Russo-Japanese war. They would, of course, have much preferred to go through the Suez Canal and thereby save the long voyage round Africa. The Canal being more or less internationalised, complications might well have ensued had they done so owing to the conflict of opinion amongst European countries regarding the war. The situation was quite sufficiently complicated as it was, so the British Government decided it would be best if the Canal were not available for the Russians. The Mediterranean Fleet therefore went to Gibraltar, at the entrance to the Mediterranean, a cruiser squadron kept in touch with the Russian Fleet—and they went round Africa.

You may remark that it is all very well for the powerful British navy to rattle sabres and shake fists at Turks and Russians and other weaker nations; that being so strong, there is no great credit due to it for succeeding in frightening these nations. To which I would, in reply, ask you to consider what the position would be if the British navy were allowed to become so weak as to lose its ability to frighten. No one—least of all in the

navy itself—wishes to acquire a reputation for heroism or anything of the kind because Turkey or Egypt has been rightly scared into submission, but the navy does ask for credit for being able to use its power effectively and fairly in the interests of peace. Were it not for the R. N. every tuppenny-half-penny Balkan squabble would probably develop into a war which might again cause a European conflagration.

The power of the British navy has never been misused, and it never will be misused while England and the Empire are ruled by such men as have controlled our destinies in the past. Even Ramsay MacDonald laid down eight new right cruisers, and thereby got into hot water with his followers of the impracticable "universal brotherhood" persuasions.

But there are other besides international situations where the British navy comes in useful. As an example, I will quote the remainder of the *Naval and Military Record* leader, from which I have already quoted:—

"In a very different way battleships quietly but effectively played a part in the late general strike in England. It is said—and probably with truth—that nothing so disconcerted the Glasgow hot-bed of Communists as the appearance of the *Hood* in the Clyde. As a display of armed force there is nothing so impressive in the world as a big warship."

We in Australia know the *Hood* personally and may judge the effect.

"She gave her message without necessity of making a signal or swinging a gun. Nobody on Clydeside ever for a moment imagined that the *Hood* would do anything more than lie silent and look majestic. It was the vague sense of what she could do that appealed. Soldiers with machine guns could clear Sauchiehall-street of people; the *Hood* with a few salvoes, from ten miles away, could clear Glasgow of Sauchiehall-street."

You may naturally ask why, if the British navy is so powerful and useful and has such a deterrent effect on would-be war-makers, it did not succeed in preventing the 1914-1918 outbreak. The R.N. prior to August, 1914, had done everything possible to stave off that event, but unfortunately

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British diplomacy and the navy found itself up against a nation and a man in the person of the Kaiser who were unable to read the signs aright and who, in spite of the R.N., decided to go on. The Kaiser and his advisers read their history wrong and concluded that England would not enter the war. They did not realise that practically every European war in which England has participated had for its ultimate object the prevention of Antwerp and its waterways falling into the hands of a powerful Continental nation. It was not because the Kaiser had not a wholesome respect for the British navy, it was because he miscalculated, and, counting on the Irish trouble which was then pretty bad, and misreading history he thought England both could not, and would not enter the war. The navy did not fail in its great work as the world's peace-keeper, because it was arrayed against a man with an unusually idiotic kind of brain.

The foregoing gives a brief and a very imperfect idea of the kind of work in which the navy is almost perpetually engaged; but where concrete examples of the effect of naval movements are available, there are doubtless many more occasions on which the proximity or unexpected appearance of a British man-of-war on a "showing the flag" cruise must have acted a deterrent to some scheme or other of the hatching of which our diplomats may have been in complete ignorance. It has therefore been a cardinal point of British naval policy to keep the White Ensign prominently in the international eye. Of late, however, financial considerations and the reduction of ships in commission have rendered it difficult to do this to the same extent as heretofore. The cruise of the *Hood* and her consorts stands out as practically the only example since the end of the war, though the Prince of Wales and the *Renown* did very fine work.

England being therefore so hampered it is open to the Dominions—and especially Australia—to lend a hand; and it is a matter of profound amazement to the writer that this country has made no attempt to assist in the present Chinese situation. The absence of the Australian flag from Chinese waters at the present moment must lend

colour to the supposition that Australia's Navy is only to be used in war time—and that war is therefore anticipated, the R.A.N. not being available for police purposes in consort with the other civilised nations. It must also be construed as pointing to some vital difference of opinion between Australia and England regarding the Chinese situation, which has been admittedly brought about by "Red" elements inspired from Moscow. Anti-Empire organisations and nations which are jealous of our power and influence will derive much comfort from this neglect on Australia's part, and the situation is aggravated by the fact that during the Yangtze operations Lieutenant-Commander F. C. Darley, who was killed, was actually an Australian citizen, albeit he was serving in the Royal Navy.

It is not too late now to correct the mistake; but it is to be hoped that in any future circumstances the natural step will be taken immediately to avenge an Australian life and to range Australia unhesitatingly on the side of England in the maintenance of peace and good order and the suppression of murder, piracy, and confiscation. Only thus can Australia show that she really is a nation.

### DEFINITIONS.

The following definitions may be found useful and interesting to readers in general, and especially to N. L. Sea Cadets. From time to time as space allows, such information referring to ships, to their rig, and the like, will be given in the JOURNAL:—

**SHIP: FULL-RIGGED SHIP.**—A three-masted ship: fore-mast, main-mast and mizen-mast; each mast is fitted with a topmast, topgallant-mast, and royal mast; all are square-rigged—i.e., rigged with yards and square sails.

**FOUR-MAST SHIP.**—A vessel having four square rigged masts, viz., fore-mast, main-mast, mizen-mast, and jigger-mast.

**BARQUE; BARK.**—A three-masted vessel: fore mast, main-mast, and mizen-mast; the two foremost masts are square rigged as in a ship; the after or mizen-mast has no yards, being fitted with a topmast only, and carries a gaff-sail (called the spanker) and a gaff-topmast.



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## John Travers Cornwell, V.C.

BOY—1st CLASS.

By Courtesy of Messrs. Hodder & Stoughton, Limited, Toronto, Canada.

### PART III.

#### "FAITHFUL UNTO DEATH."

"CHESTER" had played her part well. She returned with what was left of her crew and her guns to the third battle cruiser squadron, which at once came into action. Our losses were heavy; splendid ships and splendid men had been sunk, for let us never forget that, as Admiral Jellicoe himself said, the Germans fought gallantly. But they already knew they were beaten, for their losses were heavier still, and when later the British Battle Fleet joined in the fight, the remnants of the German High Seas Fleet turned and fled to port under cover of the night. The Battle of Jutland was indeed a glorious victory.

When the fight was over and the wounded were carried below, the doctors saw that there was little hope for Jack Cornwell. As soon as it was possible he was taken ashore and placed in a hospital at Grimsby. He could still talk a little, and though in great pain and nearly too weak to speak, his quiet cheerfulness never left him. The matron asked him how the battle had gone, and he replied in simple sailor-like fashion, "Oh—we carried on all right!" These were almost his last words. His mother had received a telegram from the Admiralty, and was on her way to her boy. At the end, just before he died, he said, "Give mother my love. I know she is coming."

And now I want you to read what the captain of the "Chester" wrote to the boy's mother, because it tells, in words which are already a part of British history, the story of Jack Cornwell's heroism:

"I know you wish to hear of the splendid fortitude and courage shown by your son during the action on May 31. His devotion to duty was an example for all of us. The wounds which resulted in his death within a short time were received in the first few minutes of the action. He remained

steady at his most exposed post at the gun, waiting for orders. His gun would not bear on the enemy: all but two of the ten crew were killed or wounded, and he was the only one who was in such an exposed position. But he felt he might be needed—and, indeed, he might have been; so he stayed there standing and waiting under heavy fire, with just his own brave heart and God's help to support him.

"I cannot express to you my admiration of the son you have lost from this world. No other comfort would I attempt to give to the mother of so brave a lad, but to assure her of what he was and what he did, and what an example he gave.

"I hope to place in the boys' mess a plate with his name on and the date and the words 'Faithful unto death.' I hope some day you may be able to come and see it there. I have not failed to bring his name prominently before my Admiral."

And when afterwards Admiral Jellicoe wrote his official report of the Battle of Jutland, he added these words:

"A report from the Commanding Officer of 'Chester' gives a splendid instance of devotion to duty. Boy (1st class) John Travers Cornwell, of 'Chester,' was mortally wounded early in the action. He nevertheless remained standing alone at a most exposed post quietly awaiting orders till the end of the action, with the gun's crew dead and wounded all round him. His age was 16½ years. I regret that he has since died, but I recommend his case for special recognition in justice to his memory, and as an acknowledgment of the high example set by him."

Wonderful, thrilling words these. But so that you may never forget that, as I have said, Jack Cornwell, hero, was a boy like other boys, I am going to copy the last letter his father received

from him not many days before the battle. You'll like to read it because it's such an ordinary boyish letter:—

"Dear Dad,—

"Just a few lines in answer to your most welcome letter which we received on Monday—first post for a week. That is why you have not had a letter for a long while. Thanks for the stamps you sent me. We are up in the — somewhere, and they have just put me as sight-setter at a gun. Dear Dad, I have just had to start in pencil as I have run short of ink, but still, I suppose you don't mind so long as you get a letter, and I am sorry to tell you that poor old A. L. is dead, and I dare say by the time you get this letter she will be buried. I have got a lot of letters to send home and about, so I can't afford much more, and we are just about to close up at the gun, so this is all for now; have more next time.

I remain, your ever-loving son, Jack."

P.S.—"Cheer up, Buller me lad, we're not dead yet!"

#### THE UNKNOWN HERO.

John Travers Cornwell, V.C., was buried with all the honours that the Navy and the Country

could pay him. The Union Jack covered his coffin, upon which were graven the words "Faithful unto Death," famous sailors stood beside it, the great men of the land followed it to the grave, a Bishop read the burial service. The whole British Empire was represented at the funeral of a hero. And later, the King himself gave to Jack Cornwell's mother the Victoria Cross—the highest award "for valour" that only the noblest heroes wear.

Jack Cornwell died knowing nothing, thinking nothing of what the great world would think or say of him. He had "carried on all right," that was all he cared about. And, after all, he had done so little—he wished so much he could have done more. His gun had never fired, no orders had come through to him. "He felt he might be needed—and indeed he might have been." If only his gun could have hit the Germans. "His gun would not bear on the enemy." But he had done all he could.

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He did not even know that his Captain had seen him as he had stood at one by his gun awaiting orders. But he had done his job. He had learned the greatest lesson life could teach him. He had done his duty when, as he thought, no one on earth could see him—with "just his own brave heart and God's help to support him." And that's the greatest lesson life can teach you or me.

This little book is dedicated to the "glorious memory of unknown heroes." I'll tell you why. As I have written it I have thought so often of what might have happened if, instead of steaming back to the Grand Fleet, the "Chester" had gone down "with all hands." Ships have been sunk in battle again and again with not a single soul saved to tell the tale—not one. Were there boys and men on such ships as these whose heroism was as great as Jack Cornwell's? Very likely. Are there men and boys, women and girls, all over the world, in a thousand different ways, every day showing the same pluck and courage and devotion? Yes, I think so. No one hears of them. They

are unknown heroes—but heroes just the same.

If no one had lived to tell of the way John Travers Cornwell, V.C., Boy 1st Class, stood alone by his gun in the Battle of Jutland, he, too, would have died an unknown hero. *But a glorious hero just exactly the same.*

CONCLUDED.

*"A sailing ship has beauty! White or brown,  
When sails are full of wind the rigging hums  
As lively as an orchestra in town  
A-tuning with their fingers and their thumbs,  
And the rain will tap most steady on your mains',  
Like a kettle-drummer tapping on his drums.  
She comes  
With her lightened sails sonorous as the drums!"*

—WILFRED THORLEY in  
"The Londoner's Chorus."

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## NELSON DAY CONCERT.

Nelson and the Battle of Trafalgar were fittingly commemorated on the 21st October by the Navy League, when members, sea cadets and their parents met together at the Royal Naval House and enjoyed a concert specially arranged for this red-letter day in our calendar. Honorary Secretary, A. G. Milson, Esq., was in the chair, and introduced to the gathering the Rt. Hon. W. M. Hughes, P.C., K.C., M.P., who gave an address on Nelson and the vital meaning of Trafalgar in the history of the Empire. Mr. Hughes showed how this great sea success, which in the largest measure was due to the brilliant genius of Nelson, paved the way to the successful settlement of the British Empire as it stands to-day. The free democracies of Anglo-Saxon peoples spread throughout the Empire trace their continued existence, progress and prosperity to the event of this memorable day 121 years ago, which proved the domination of British sea-power over that of Napoleon and his allies' navies. It was the pivotal point of the long war which carried on for a further 10 years. From this distance of time we can now estimate its importance for the commonwealth of Empire. Mr. Hughes spoke of Nelson's personal qualities as a leader and an individual. There was a glamour about this great man which to men and women of the British race was irresistible. His strategy had never been surpassed. And he was no mere "dashing Rupert," for his victory at Trafalgar was the consummation of long months of ceaseless vigilance. This victory not only saved England but made possible the British Empire and Australia.

An earnest, thoughtful, inspiring address it was, appealing alike to young and old; and we thank Mr. Hughes for the interest and courtesy he has shown thereby to the activities of the Navy League movement.

The N.S.W. State Military Band gave during the evening several excellent items, which reflected the spirit of the occasion, and which were heartily received. "Life on the Ocean," a descriptive fantasia, comprising a very full range of old sea pieces and songs which so aptly interpret the sea-spirit of Britishness, was the *piece de resistance* and was admirably executed by the Band.

Out of a full and varied programme each item stood on its own. The excellent singing, humour and versatility of Mr. R. M. Reid, so skilfully backed by Mr. Godfrey at the piano, were greatly appreciated and applauded. Mr. Sid Simpson, keeping the fun going in rollicking style with his wonderful repertoire of comic songs and patter, received a great ovation. Miss Joyce Fidden recited; Birchgrove Ladies "hornpiped," and Lane Cove little girls gave a costume song and dance; and all were deservedly given rousing applause for their individual items.

Mr. T. W. Arthur gave a short talk on Nelson's ship the "Foudroyant," and showed several interesting souvenirs of this old and famous vessel. He took the opportunity during this interlude to present a piece of the "Victory's" oak and copper bolt to the distinguished guest and participant of the evening, Mr. W. M. Hughes.

Kodak (Australasia) Ltd. showed with their machine, the Ciné-Kodak, several moving pictures; among which was one depicting a series of studies of our cadets at work and play. The variety and scope of the boys' activities are not generally widely known, and many of the audience went away with a new vision of the meaning of our Navy League Sea Cadets.

A feature of the evening were the many presentations made to various teams and boys of the Sea Cadets. Mrs. Mayne kindly consented to officiate at the prize and trophy giving. She presented on behalf of her sister, Mrs. Hamilton Marshall, a flag to the Rose Bay-Bondi Company; on behalf of Mrs. Oswald McMaster, the Oswald McMaster Gold Medal for signalling to Bernard Collins, North Sydney Company; tug-o-war medals to the senior team Birchgrove Company. Mr. H. Cochrane presented the Cochrane Shield to Drummoyn Company, and watches to boys of each Company chosen for their punctuality and attendance, which were also donated by this public-spirited gentleman.

The great night closed with the number "On the Quarter Deck" by the Band.

We thank all those who contributed their talents so whole-heartedly and spontaneously to the making of such a bright and enjoyable entertainment.

## ROSE BAY-BONDI—Continued.

—specially made to fit the pole, thus enabling us to march with colours flying at all times. Our thanks to these two enthusiastic lady supporters for their generosity to Rose Bay-Bondi and other sub-branches whom they have helped from time to time.

During the month we had a visit from Mr. Billam to our training quarters at Bondi North, during which he took the opportunity to give the boys a short talk about their work as cadets, which was much appreciated. Mr. Billam also inspected our new home, the Returned Soldiers' and Sailors' Memorial Hall now nearing completion at Bondi.

We also had the pleasure of a visit from Mr. Stone, O.C., Coogee-Clovelly, who gave us the benefit of his advice and experience. Mr. Stone, like the O.C.'s of the other Sub-branches, is always willing to lend a helping hand and place his services at our disposal at any time. This appears to be an outstanding feature among O.C.'s of all companies—nothing is too much trouble to help one another.

The opening of the new wing to the Bondi-North School by Mr. Alladis, M.L.A., gave the boys an opportunity to roll-up in full strength and to have their new flag well to the fore. In conjunction with a strong muster of Girl Guides a Guard was formed for the opening ceremony.

## NAVY LEAGUE OUTING.

Members of the Navy League, Sea Cadets, their officers, parents and supporters are cordially invited to be the guests of the N. L. Executive at an outing on Saturday afternoon the 27th November, to Shark Island. A chartered ferry will leave Darling Street wharf at 1.45 p.m. and Fort Macquarie at 2.15 p.m. sharp. Light refreshments will be provided, and appropriate sport events arranged for the cadets. The steamer will leave the island at 5 p.m.

RICHMOND.

(Contributed by Mr. R. H. Wade, O.C.)

At the annual meeting of the Sub-branch Committee the Lea-Wilson Cup was presented to Acting-P.O. Wade for proficiency throughout the year. Last year's winner, P.O. Martin, was a close runner-up, being only two points behind P. O. Wade.

We are sorry that we cannot get down for the Sydney Yacht Squadron's race.

We have just bought a whaler so that we shall get some rowing practice on the river, and thus lessen by a considerable amount the expense that we have been put to in the past for training down in Sydney.

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### PLEASE NOTE.

Contributions of a suitable nature are cordially invited, and should be addressed to the EDITOR, THE NAVY LEAGUE JOURNAL, Wentworth Building, 6, Dalley St., Sydney.

The Navy League does not necessarily endorse the opinions of Contributors to the Journal.

All alterations of standing advertisements should reach the Journal NOT LATER than the 1st day of the month of issue.

PHONE: B 7808.

### AIMS AND OBJECTS OF THE NAVY LEAGUE.

THE NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy COMPLETE NAVAL PROTECTION FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.

Its objects are:—

1. To enlist on Imperial and National grounds, the support of all classes in MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a SURE DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, IN CONJUNCTION WITH THE AIR FORCE, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SUN'S SHIELD OF THE ROYAL NAVY, WEALS US INTO ONE IMPERIAL WHOLE.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self-respect in the spirit of their Motto—  
"For God, for the King, for the Empire."
6. To assist the widows and dependants of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marines who were injured or who lost their lives in the War, and to educate their children.

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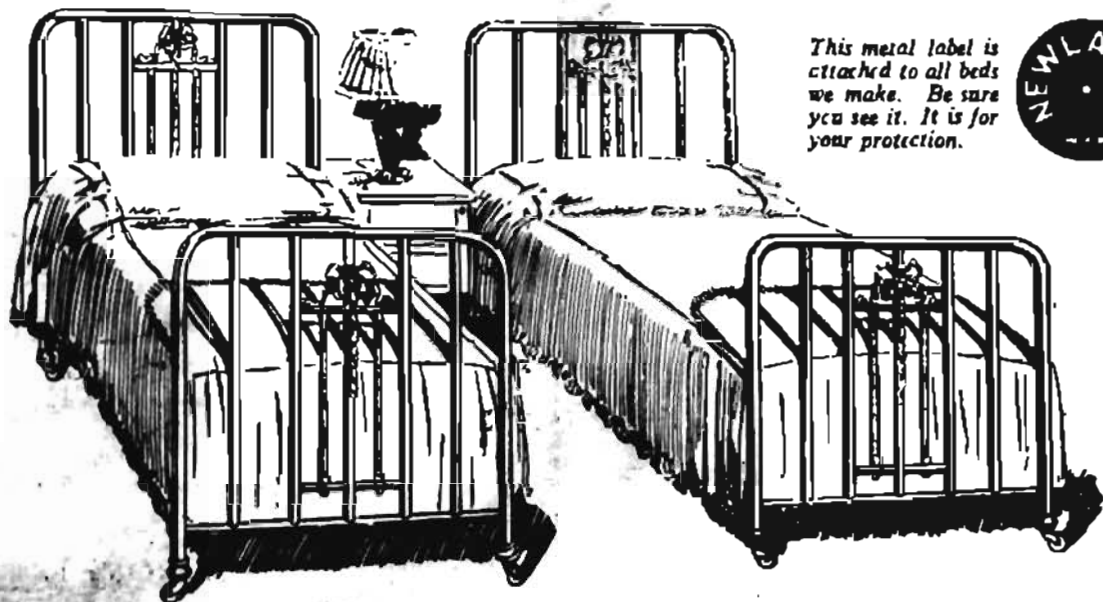
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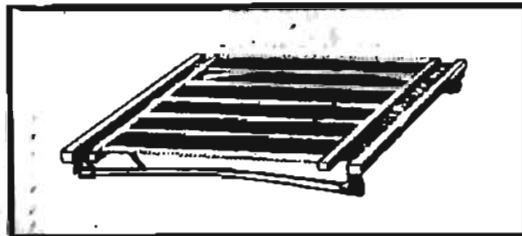
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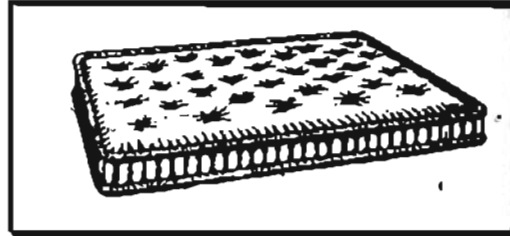
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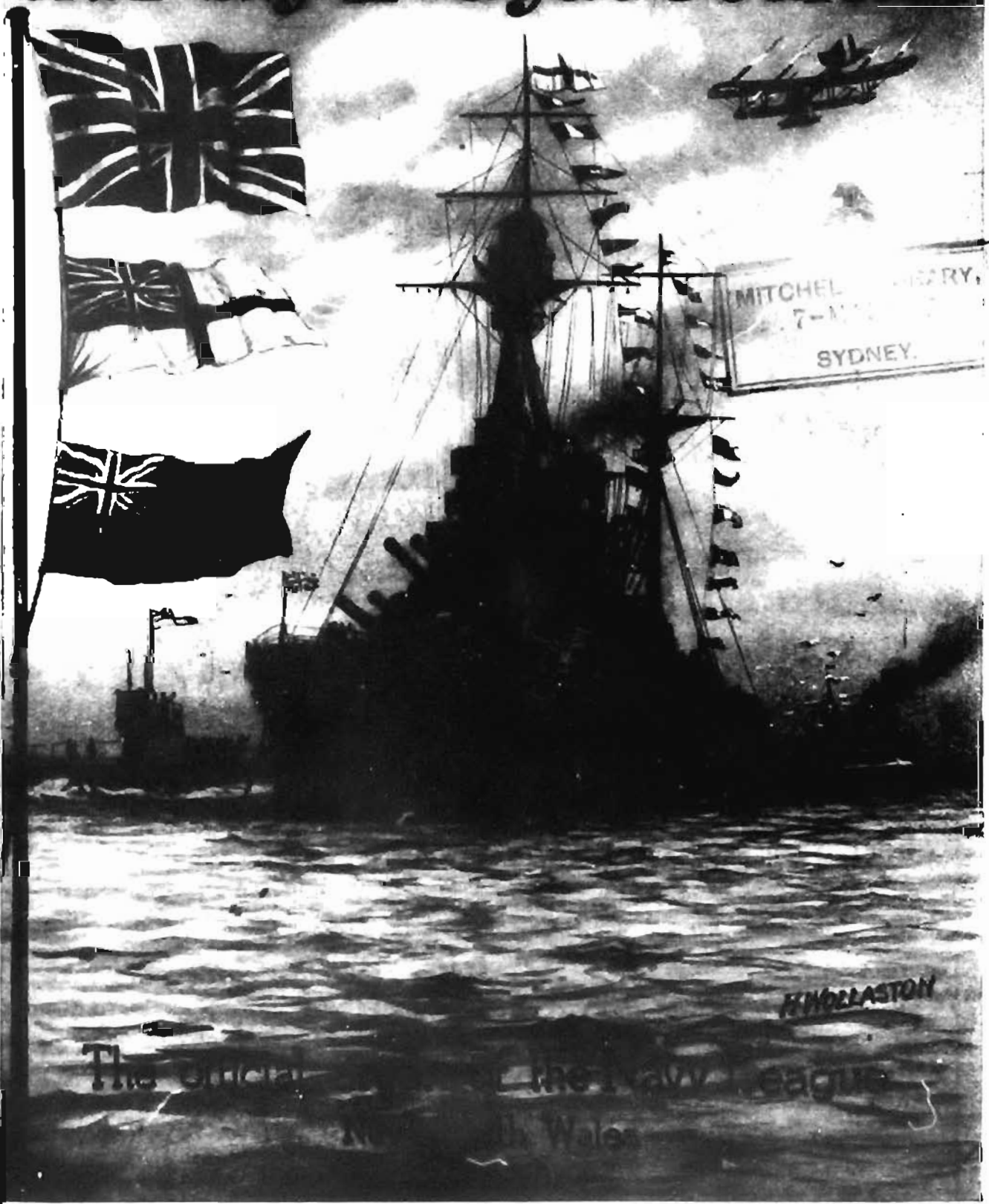


VOL 7, No. 8.

DECEMBER, 1926

TELEPHONE, B 7808

# The Navy League Journal



Let us hope, therefore, by joint and individual efforts that many of our Branches during 1937 may become the personal owners of their own deposits. Thereafter their usefulness and strength will increase far beyond what we know of them to-day; and this will be reflected in still greater measure in our aim of establishing a sane, healthy and useful recreation for our growing boys that they may come at last to the precious heritage of citizenship, clear-eyed and clear-headed men.

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## When Smugglers Ran Cargoes of Spirits.

What Daniel Farrell Found in the Cave on the Pittwater Shore.

"Fair Barbarian's" Business in Broken Bay.

BY THOMAS DUNNAN.

IN England where smuggling was long a highly organised and flourishing industry, there are few suitable stretches of coast without a "smugglers' cave" in which brandy, tobacco, lace and other highly taxed goods were stored till they could be sent inland. Or at least the local traditions are sure to say that it is a smugglers' cave.

Smuggling on the Australian coast has usually been carried out on different lines. As a rule there has been little "running" of cargoes of smuggled goods to be stored in caves till they were taken away. It has usually been a matter of sneaking goods through the Customs than of evading the Customs cordon altogether.

Where there was a chance of creating a tradition it has been missed. Newport, the seaside resort between Pittwater and the ocean a few miles north of Manly, ought to have a smugglers' cave, but no one at Newport seems to worry about it. No local tradition preserves the memory of the days when bogsheads and casks of spirits were landed by night and hidden under the rocks till the coast was clear to send them away.

Few relics now remain further north, just inside the entrance to Broken Bay, of the Customs station that was established there over eighty years ago to keep the "fair traders" from plying their business there. The whole business might have passed from the memory of man but for some old reports preserved in the Historical Records of Australia.

There the story of the smuggling and of the way in which the smugglers lost their spirits are set forth in cold official language. Yet even in the official telling it is a very interesting story.

CLEARED FOR LOMBOK.

In the early forties certain merchants and traders in Sydney were in the habit of shipping spirits and tobacco from the bonding warehouses of Sydney,

ostensibly for the islands of the Netherlands Indies, the South Seas, and other places beyond N.S.W., but actually with the intention of landing them on lonely parts of the coast of N.S.W. and so of getting them in free of Customs duties.

Broken Bay, lying so handy to Sydney with its long stretches of thinly peopled coast, was a favorite place for the running of these goods. Ships would run into Broken Bay and send boats into Pittwater or up the lower Hawkesbury. Here there were plenty of nooks and corners where contraband goods could be landed and snugly hidden to be taken away later.

In May, 1842, a vessel called the Fair Barbarian cleared from Sydney for the island of Lombok in the East Indies. She carried a quantity of rum and brandy, and the Customs authorities had reason to believe that the brandy and rum were never intended to go farther than Broken Bay, and that from there it would come back to Sydney or at least be distributed in N.S.W.

So the landing surveyor was sent, after it was reported that the Fair Barbarian had been seen to run into Broken Bay on her way north, to search the cottages in the neighbourhood and to hunt round for spirits. Search was made high and low, but with no result. Either the Fair Barbarian had thought better of the idea of running spirits or the contraband had been particularly well hidden. To hunt for it through the miles upon miles of bush round Broken Bay and Pittwater seemed as hopeless as looking for a needle in a haystack.

HUNDRED CASKS OF SPIRITS.

On June 13, 1842, some weeks after this search, Daniel Farrell, a settler at Pittwater, was cutting wood near the shore, together with his servant, James Tooney, a prisoner of the Crown holding a ticket-of-leave. Close to the water and concealed under a rock Farrell came by accident upon a



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cache of 100 hogsheds and quarter casks of spirits.

On making this find Farrell told Tooney to get on a horse and to ride at once to Sydney to inform the Customs authorities while he himself kept watch to see that the kegs were not spirited away. It was not altogether plain sailing for Tooney, for when he had reached Sydney he fell into the hands of the water police. They, knowing him to be a ticket-of-leave man, brought him before the Superintendent, Hutchinson Hothersall Browne, to whom he told the story of the smugglers' cave.

That same night Superintendent Browne went to Pittwater in the police schooner Ariel with a whaleboat and an armed crew. He seized the spirits found by Farrell, the haul amounting altogether to 98 casks, containing 2,450 gallons of brandy, and 39 casks containing 1,480 gallons of rum. Even this did not fully satisfy him. He felt that there were more spirits in the neighbourhood, and continued to search for them. On June 28 he found nine more casks of brandy, bringing the total value of the spirits seized up to over £2,000. All the spirits were taken to Sydney and lodged in the Queen's warehouse.

This was not the end of Superintendent Browne's troubles, for now the Collector of Customs disputed his legal right to make the seizure, contending that it should have been left to the Collector or the landing surveyor.

### CUSTOMS POST ESTABLISHED.

However, the decision was in favor of Browne, for it was ruled that he had the power to make the seizure. The merchants who had given bonds for the export of the spirits were prosecuted, and not only had they to suffer the loss of spirits, worth over £2,000, but they were ordered to forfeit bonds to the value of £6,000.

The official view, as expressed by Governor Gipps in his despatches, was that smuggling on an extensive scale had been carried on for years at Broken Bay. More than ten years earlier the formation of a Customs station at Broken Bay had been under consideration, but this seizure led to action.

In 1842 a Customs post was established just inside the entrance to Broken Bay, and almost

under the shadow of Barrenjoey, where remains of the old station are to be seen to this day. It was not an elaborate establishment, consisting of an officer, a free coxswain, and five prisoners of the Crown to act as a boat's crew. The total cost was reckoned at £448 15s. a year, made up as follows:—Officer's salary, including £50 a year to find himself a residence and buildings for the boat's crew, watchhouse, &c., £225; coxswain at 2s. 6d. a day, £45 12s.; five prisoners at 6d. a day each, £45 12s.; six rations at 7s. 4d. each, £112 10s.; two suits of clothing for five men at £2 a suit, £20. This does not include the cost of repairing boats. But think of the happy days when suits were £2 each.

### "MOONSHINE" AT BROKEN BAY?

Smugglers and Customs officials alike have long since vanished from the waters of Broken Bay. No longer do vessels bound for Lombok hover off the entrance and send boats under cover of night to land casks of brandy and of rum to be hidden in sandstone caves on the foreshore. And of the Customs post nothing remains but a few piles, the mouldering remains of a jetty and the foundations of a long vanished building.

In these days, if all stories are true, the spirits go the other way. For it is alleged that there are illicit stills in some of the wooded gullies round Broken Bay, and that spirits that have never paid excise are sometimes shipped away to Sydney in craft that call in and carry the stuff away snugly hidden beneath innocuous merchandise.

And to-day in Australia probably the only smuggling that the old-time runner of contraband would call by that name is the bringing in of opium. Fast motor boats wait near Van Diemen's Straits or in the passages along the Queensland coast to pick up the floating parcels of opium thrown over from passing steamers and to run it to places where it can be landed for distribution.

Sometimes, of course, it goes astray. There is a story of some tins thrown overboard in Van Diemen's Strait years ago which were not picked up for some reason or other, and that drifted ashore on Melville Island, where the aborigines used this queer sticky stuff for "pitching" their canoes. It is also said that some white men in Darwin, having heard the story, hastened over and per-

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sueded the guileless savages to let them scrape off the bottom of the canoes as much as they could of this novel substitute for tar.

In these prosaic days, however, no visitor to Newport or Church Point need expect to find over 100 casks of brandy or rum hidden away even if he looks in every nook and corner around Pittwater. Smuggling may be as fashionable as ever, but it is done in a less picturesque fashion.

### A Trawler's History.

The Red Funnel Fisheries Ltd., Sydney, owners of the Trawler *Millimool*, the photograph of which appears on page 10, have kindly furnished us with the following information about her:—

This vessel was built by the British Admiralty during the war and was engaged in active service as a "Mystery Ship."

She has two (a) Torpedo Tubes, Forward and Aft, and hidden Gun Ports. After the termination of the war she was purchased by a Syndicate engaged in the illicit liquor traffic, and is said to have had an adventurous career, which was terminated by her arrest by the United States Government. She was then acquired by Chinese at Tahiti, and was engaged in the Vanilla Traffic. In August last she was purchased by the Red Funnel Fisheries Ltd., and refitted with necessary trawling equipment. She is now the largest and champion Trawler in Australian Waters. In the event of hostilities she would be readily convertible into a vessel of offence.

The two Red Funnel Fisheries Trawlers—"Gunundaal" and "Koraga," have already rendered signal service as Mine Sweepers. Following the mysterious explosion which damaged the *Shire* *Liner* *Cumberland* in 1917 in the vicinity of Gabo the Trawlers were appropriated by the Australian Navy to investigate the possibility of mines having been laid on the N.S. Wales and Victorian Coasts. Altogether fourteen mines were discovered by the Trawlers and were exploded by rifle fire. Captain J. Forder, who was Commander of the "Gunundaal" during those perilous operations, is still in charge of that vessel in her present peaceful pursuits.

The Red Funnel Fisheries now own six first-class vessels which, in the event of war, will be ready with their complements of sturdy Australian sailors to keep our shores free from infernal devices and protect our coastal shipping.

### DEEP SEA FISHING.

BY K. MURRAY

I am sure the boys of the Navy League would have enjoyed a film I saw entitled "Deep Sea Fishing." First, they showed girls weaving the huge trawling nets, then huge blocks of ice being broken and packed away in the trawler to keep the fish fresh.

A blast from the trawler's whistle and away it sailed right down the fairway through varied traffic and through the wide gates that guard the entrance to "our harbour," thence out to the ever-rolling sea.

Sea surging, trawler rolling, and the men happy and care free as all seafaring men are. When the trawler came to a suitable place they prepared the huge net, tying one end of it with a special knot that would be known to all boys of the Navy League. Over the side they hung the net, where it soon streamed far away, with its glass floats gleaming as the net curved. Then they drew it in accompanied by a crowd of mollyhawks fluttering over the catch with keen eyes for any fish floating on the surface of the sea. Slowly they hauled the net on board, and as it swung over the rail a quick pull at the knot and all the wonders of the sea were hung on the deck—flathead, gumard, leather jacket, John Dory, nanagai, mowong, sharks, swordfish, dog fish, skate, stingaree, and squid, altogether in a squirming heap.

Finally, we saw the trawler returning to the wharf with its still-living cargo packed below among the ice. When alongside, many carts were loaded to take fish away to the markets, to be sold within the hour. Trawling in our sea is quite a simple matter compared with the hardships endured in the cold, grey North Sea. I hope you will never forget what great work the North Sea trawlers did in time of war, when they searched for mines instead of fish. I think what Shackleton said about the Anzacs also applies to those men: "When a man discovers his soul, he faces death and danger without flinching."

Please interest at least ONE friend in  
our Sea Cadet Movement.

## Naval Notes from Europe.

(By a Special Correspondent)

The new British submarine **OBERON**, a vessel of about 1,750 tons submerged displacement, has been launched at Chatham. She was laid down in March, 1924, and was formerly known as the **O.I.** She was commissioned immediately in order that her crew should be conversant with her details before she runs her trials.

The British Atlantic Fleet, under the command of Admiral Sir Henry Oliver, carried out three weeks' autumnal exercises off Invergordon during October.

The two new British destroyers **AMAZON** and **AMBUSCADE** are to be temporarily attached to the Atlantic Fleet on completion, when they will proceed on a cruise for trials to tropical waters. Their final allocation has not yet been decided upon.

The Japanese cruiser **AOHA** has been launched from the Mitsubishi Dockyard. Although her details have been kept secret, rumour makes her a remarkable vessel. She is a third of a group of four 7,100-ton cruisers; her armament, however, unlike the two already launched, will consist of 8in. guns, which is extraordinary large calibre for a vessel of her displacement.

The British submarine **X 1**, which is the first vessel of her type to have a canteen on board, recently took a cruise in Scotch waters.

Admiral Sir Arthur C. Leveson, K.C.B., has been appointed principal naval aide-de-camp to the King in succession to Admiral Sir Montague Browning, who is retiring. Sir Arthur, who is a survivor of the Victoria disaster, was awarded the C.B. for his services at the battle of Jutland.

The new British cruiser-mine-layer **ADVENTURE** commissioned for trials in November. She was laid down four years ago, and the delay has been on account of her diesels.

The three 800-ton German destroyers which were launched recently have been named **SEADLER**, **GREIF** and **ALBATROSS**. The first was **MOEWE**.

The British Mediterranean Fleet, after carrying out a series of cruises, including the Aegean, Black Sea and Famagusta, reassembled at Malta at the end of October.

Vice-Admiral Sir Lionel Halsey, C.B., who has been the Prince of Wales' Comptroller for many years, has been promoted to the rank of Admiral. He has been on the retired list since 1922.

The British battleship **MALAYA** has completed four months' refit and rejoined the Mediterranean Fleet. On the way out from Portsmouth she had a target in tow as far as Gibraltar.

The new British cruiser **ENTERPRISE** has relieved the **CAIRO** on the East Indies station. The latter has returned home for refit and then goes to the North American station.

Commander Adrian St. Vincent Keyes, C.B.E., D.S.O., brother of the famous Admiral, has died in his 44th year. He was one of the heroes of the "V" beach landing in Gallipoli, the success of which was largely attributed to his efforts and resource.

Trials with 2-pounder quick firing anti-aircraft guns have been carried out recently at Plymouth. At the Fleet manoeuvres this year the need for these guns was specially emphasised. They are apparently the only effective way of dealing with "low-flying" planes launching torpedo attacks.

The new French flotilla leader **PANTHER** has run her official trials. She was launched in October, 1924, but her commissioning was held up for about a year owing to modifications in her design.

Nelson Day celebrations were held in London on October 21, when wreaths were placed on the plinth of Nelson Column in memory of men of the Royal Navy and Mercantile Marine who fell in the war.

Admiral Sir Richard Phillimore has completed his three years as Commander-in-Chief at Plymouth, and has been succeeded by Vice-Admiral Sir Rudolf Bentinck, who was recently in command of the Reserve Fleet.

The British submarine **H 29**, which sank in Devonport Dockyard with the loss of six lives while undergoing refit, is to be prepared for sale.

The British cruiser **CONSTANCE** is now undergoing overhaul and repair in Chatham Dockyard for which £61,000 has been allocated.

The "Flower" sloop **DANLIA**, which has been fitted out recently for tropical service at a cost of about £56,000, is to relieve the **CONFLOWER** of her anti-slaving duties in the Red Sea.

Portsmouth coastal motor boat base is re-opening for the accommodation of submarine crews. The base was closed as an economy measure at the end of last financial year.

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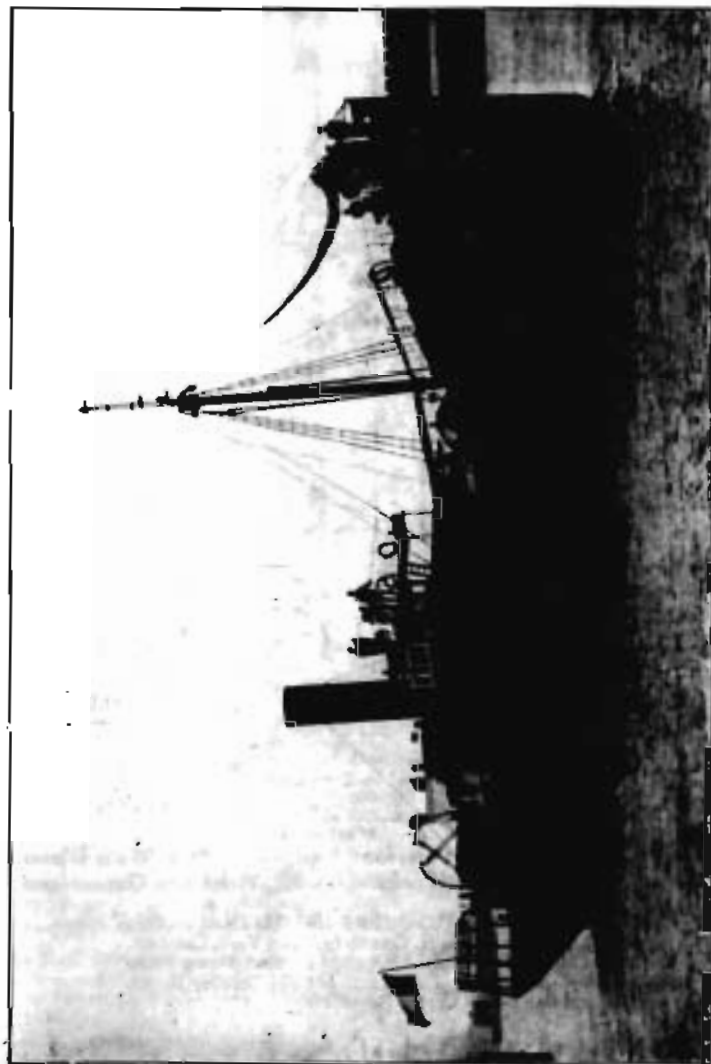
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The Red Funnel Trawler "Millimumul" (late mystery ship "Gunner") built by the British Admiralty as a mine sweeper. The Red Funnel Fisheries Limited purchased this vessel in June, 1926, and she is now the champion Trawler on the Australian coast. Her first fishing cruise resulted in a record catch of 1,232 baskets of flathead.

### NAVAL NOTES—Continued.

About 100 men are to be discharged or temporarily suspended at Devonport Dockyard partly through material shortage owing to the coal stoppage.

A British naval squadron consisting of the cruisers *DANAE* and *DAUNTLESS* recently carried out a Black Sea cruise. This was the first time since 1919 that British warships were seen in these waters.

A naval air base is to be established at Singapore next year.

Vice-Admiral Sir Reginald Y. Tyrwhitt, Bart, is to succeed Vice-Admiral Sir Edwyn S. Alexander-Sinclair in the command of the China Station early in 1927. During the war Sir Reginald was in command of the famous Harwich Destroyer Flotilla in the North Sea.

The British battle-cruiser *REOWN*, which is to visit Australia and New Zealand early next year, recently carried out firing practice with her 15-inch guns, which she had not used for six years.

The British light-cruiser *BOADICEA*, which was built in 1908, is being broken up. She was placed on the sale list in 1920, but subsequently became the Portsmouth Anti-Gas School.

In order to expedite the final settlement of Naval War Claims between England and America, the United States have sent a Naval Mission to England to confer with the British Government and the Admiralty.

The British dreadnought *THUNDERER*, built on the Thames in 1911, the last warship to be constructed on the river, has relinquished her position as Senior Officer's Ship of the Devonport Reserve Fleet to the *EREBUS*, and is now being scrapped.

The British destroyer *VRANUM*, in which the body of the 'unknown warrior' was conveyed to England in 1920, has completed an extensive refit and joined the Atlantic Fleet Reserve.

Commander Leonard B. Cogan, V.D., has succeeded Captain Lord Tredegar, C.B.E., in the command of the Bristol Division, R.N.V.R.

Owing to the lack of material the construction of the new British cruiser *DEVONSHIRE* is held up at Devonport.

A new giant flying boat is shortly being added to the British Naval Air Arm. This machine, which is capable of riding out practically any weather at anchor, will be employed on fleet reconnaissance work.

The First British Minesweeping Flotilla, which has recently returned from a cruise, is now refitting at home ports.

The British cruiser *CHATHAM*, built in 1911 and placed on the sale list last year under the economy scheme, is now being scrapped by Wards.

Captain T. F. P. Calvert, D.S.O., having completed two-and-a-half years as head of the Air Section of the British Admiralty Naval Staff, has been appointed to command the cruiser *FANBURNER*.

The British Second Submarine Flotilla, consisting of five 'L' Class vessels, will shortly replace the 'H' Class submarine at Devonport, while the First Flotilla now in the Atlantic will replace the Second Flotilla in the Mediterranean.

Captain C. W. Round-Turner, who commanded the cruiser *DAUNTLESS* during the Special Service Squadron's world cruise in 1923-24, has succeeded to the command of the Devonport Royal Naval Barracks.

### ANNIVERSARY DAY REGATTA.

The Navy League Sea Cadets are invited to compete in two events at this regatta.

On other Anniversary Days we have only had one race; but the Race Committee had agreed to run a Navy League Cutter Race and a Navy League Whalers' Gigs and Dinghy's Race. Both classes will be duly handicapped, and the winning crew in each race will win £5. The sum of £10 has been kindly donated by Mr. A. G. Milson and Mr. Harry Shelley for this purpose.

The cutter race will start off at 12.15 p.m. and the other at 12.30 p.m.

### SYLLABUS OF TRAINING FOR SEA CADETS.

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12. Encouragement of healthy sport.

## The Sentinels on our Coast.

BY CAPT. J. M. WATSON, F.R.A.H.B.  
(MEMBER OF THE AUSTRALIAN HISTORICAL SOCIETY)

THE masters of vessels bound to Sydney from overseas have no difficulty now in finding Port Jackson and the way into it, for not only have they two lighthouses and the signal flags, also the wireless telegraphy, but they can be brought into conversational communication by the broadcasting systems, with the port authorities and their agents.

How different 138 years ago when Captain Arthur Phillip, R.N., Governor of New South Wales, founded the settlement in Sydney Cove on January 26th, 1788.

The first signal station which was established was on the South Head in January, 1790, with two objects: one, to notify vessels' whereabouts to look for the entrance to Port Jackson; the other, to let the people at the settlement know that a vessel was arriving.

Mrs. John Macarthur, the wife of that John Macarthur who founded the wool industry, who had arrived in Sydney in June, 1790, in one of her most interesting letters to her relatives in England under date 7th March, 1791, writes about an excursion to a bay near the harbour's mouth (Watson's Bay), "Above this bay, about half a mile distance, is a very high hill which commands an extensive view of the wide ocean. On it is placed a flagstaff, which can be seen at Sydney. When a ship appears the flag is hoisted, by which means we have notice of it much sooner than we otherwise could have; it also conducts the vessels into the harbour. There are a few huts near the flagstaff with people in them appointed to keep a look-out, and from that fact the spot has derived the general name of "Look-out."

The site of this signal station is still utilised for the same purpose.

Governor Phillip was not satisfied with the flagstaff as an indication of the whereabouts of the entrance to the harbour, for in a letter to the Under-Secretary of State, dated 22nd August,

1790, he says, "As ships coming in with the land do not readily discover the entrance of this harbour, a stone building will be erected in the course of a few weeks very near the South Head, which will be a sufficient mark for those who are not acquainted with the coast." The Secretary of the Admiralty being made acquainted with this, informed the Governor that "The commanders of ships to be hereafter dispatched will be apprized of the land mark you have erected to direct their passage into Port Jackson, which, on a coast so little known, appears to have been a measure extremely necessary and proper."

Daniel Southwell, a master's mate of H.M.S. *Sirius*, a most interesting gossip correspondent, sent a sketch of this structure to a friend in England, which showed a base platform 16 feet square, about 5 feet high, which was reached by 9 steps the full width of 16 feet on the western side, and in the centre of which stood a column or pillar 4 feet square, the height of which is, however, not given, but would no doubt be high enough to be a conspicuous object. So much for the benefit of ships which made the coast in day light. But the coast was "made" at night as well as by day, and for that reason, as shipping increased, sentinels were posted on the coast not only as a guard but as a watchman to tell the mariner of his whereabouts.

The first information of this is to found in the log book of the ship *Cretan* of Blackwall, Joseph Moore, master, which left London in May, 1815, on a voyage to Sydney, wherein is an entry on Thursday, September 7th, at "4 p.m. sighted the South Head of Port Jackson . . . at 8 . . . saw the South Head Light, at 10 fired a gun for a pilot, at a.m. got a pilot on board, at 5 entered between the Heads, at 11 came to an anchor."

"This reads very nice; but, what was the "South Head Light?" Those who are acquainted with our history know there was no lighthouse on the South Head at that time, nor till Governor Mac-

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quarie commenced to build one two years later, the story of which will be told later.

The Sydney 'Gazette' of April 22, 1815, explains that which at first sight seems a difficult problem, and the explanation appears as an advertisement, and reads:—

Naval Office,  
April 22, 1814.

"In order that a light may be shown to all vessels approaching this harbour in the night time by the Guard stationed at the Signal Post, South Head, Colonial and all other ships or vessels from distant voyages are to contribute to the establishment of the same on their entry at the Naval Office, agreeably to the following rates, after this date, viz:—

Colonial Vessels, Five Shillings. All other Ships or Vessels that may touch at this Port, One Pound.

Recommended by  
His Excellency, the Governor,  
JOHN PIPER,  
Naval Officer."

The light kept burning was wood or coal in an iron brazier, the same as the beacons in common use in England before modern illuminants were discovered. This light could only have been installed a short time before Captain Joseph Moore sighted it, and no doubt the necessity for it decided Macquarie in erecting the first lighthouse in Australia.

TO BE CONTINUED.

## DEFINITIONS.

**FOUR-MAST-BARQUE.**—A four masted vessel; fore-mast, main-mast, mizzen-mast and jigger-mast; the three foremost masts are square rigged the hindmost mast carries no yards, being fitted only with a topmast.

**FIVE-MAST-BARQUE.**—A five masted vessel; fore-mast, main-mast, middle-mast, mizzen-mast and jigger-mast; the four foremost masts are square rigged, the hind mast carries no yards.

**BARQUENTINE.**—A three masted vessel; fore-mast, main-mast and mizzen-mast; the fore-mast only is square rigged, the main and mizzen masts are fitted with topmasts only.

## Navy League Concert.

As we go to press, final arrangements have been made for the Navy League Concert to be held on Wednesday, 15th December, at King's Hall.

With an energetic Committee under the Chairmanship of Miss O. Kelso King, the success of the function is assured. On this Committee is Miss Winifred Jenner, to whom much praise is due in arranging what promises to be a really fine programme.

Miss Jenner has been fortunate in securing a wonderfully varied selection of artistes; and these ladies and gentlemen are of outstanding ability in their various branches of art.

Navy Leaguers are particularly fortunate in gaining the co-operation of such talent; and we feel sure that the concert will be valued intrinsically at its artistic worth. Wedded to this aspect is the more material one—that the profits are an accession to the general fund of the Navy League, which alone warrants the financial support of all members.

The concert will be fully reported in our next issue, and, on this its eve, we trust that this may be favourable in every way.

*We extend to all Members of the Navy League, Navy League Sea Cadets, supporters and readers the Compliments of the Season, and wish them all a Bright and Prosperous 1927.*

*Please Ask a Friend to Join  
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### SUB-BRANCH AND COMPANY NEWS.

**BALMAIN**—Asst. Officer-in-Charge Mr. H. BARKER  
Hon. Secretary Mr. E. G. TAYLOR

**NORTH SYDNEY**—Officer-in-Charge Mr. L. L. HANMER  
Hon. Secretary Mr. J. MURRAY

**LANE COVE**—Officer-in-Charge Mr. M. DOMMERSVILLE  
Hon. Secretary Mr. F. L. HEDGECOCK

**DOOGEE-CLOVELLY**—Officer-in-Charge Mr. R. STONE  
Hon. Sec. Mr. J. E. HILLIS

**MOSMAN BAY**—Asst. Officer-in-Charge Mr. H. B. BARRINGTON  
Hon. Secretary Mr. T. V. HOBBS

**DRUMMOYNE**—Asst. Officer-in-Charge Mr. J. HEDGECOCK  
Hon. Secretary Mr. A. WALKER

**RICHMOND**—Officer-in-Charge Mr. E. H. WARE  
Hon. Secretary Mr. J. EVANS

**BONDI-ROSE BAY**—Officer-in-Charge Mr. E. J. HOPKINS  
Hon. Secretary Mr. W. E. HEDGECOCK

**BIRCHGROVE**—Officer-in-Charge Mr. E. HEDGECOCK  
Hon. Secretary Mr. W. E. HEDGECOCK

### ROYAL SYDNEY YACHT CLUB NAVY LEAGUE RACE.

On Saturday, 13th November, the Royal Sydney Yacht Squadron, although they had cancelled their opening day Regatta, did not disappoint the Navy League Sea Cadets of the special race fixture.

All Navy League service boats were allowed to enter, and the entry list was quite a heavy one.

After towing down the Lane Cove boat and crew to Cremorne wharf Mr. H. Cochrane, in the "Viking," anchored off the point, making a good starting line with the Garden Island Flagstaff. Mr. Harry Shelley towed down a number of up harbour boats and their crews with the "Sea Scout," and thereafter anchored at the finishing line. With him as judge was Mr. Hopkins, O.C. of Rose Bay-Bondi Company, whilst on the "Viking" were the officers of the day, Mr. Somerville and the Organising Secretary.

Birchgrove Company hired a steam boat for the afternoon, which also did its duty in towing.

Some difficulty was experienced in getting the boats sufficiently close together; but once this was accomplished every boat clung to the starting line in line shape. The boats got off very well in their

handicaps, with the exception of Drummoynce gig, which hung back a few seconds; but even so this boat came in first, and Drummoynce were, therefore, enabled to retain the aneroid barometer presented to the winning Company by the Royal Sydney Yacht Club. Birchgrove cutter came in a close second, with Rose Bay whaler and Clovelly third and fourth respectively.

The boys, with their officers, were then regaled with refreshments given them by the Yacht Club.

We thank the Royal Sydney Yacht Club for the generous invitation thus extended, and assure them that the cadets who pulled that day enjoyed their hospitality to the utmost.

We thank Mr. Harry Shelley and Mr. Cochrane for the signal services they rendered.

A member of the Executive Committee, Mr. H. Cochrane, and an energetic supporter of the League, is giving a further prize of a watch to the most punctual in attendance and neatly attired boy in each Company. Marks will be given pre-eminently for punctuality, but rig and cleanliness will be a factor to be taken into consideration by the various officers-in-charge when making their returns. The period is for six months commencing January 1927.

### NORTH SYDNEY

(Contributed by Mr. W. Hanmer, O.C.)

This last month we have had two week-ends, camping in the cutter at Clifton Gardens and Balmoral Beach.

We are pleased to report that we have purchased a fine cutter, fully rigged with mast and sails from Garden Island. She has been in active commission since her purchase and the cadets are getting wonderful experience in the management of a boat under sail.

A detachment from our depot attended the recent picnic at Shark Island which was enjoyed immensely by "all hands." Some cadets came over by the new cutter whilst the rest joined the main party in the ferry. We were pleased that we won the senior tug-o-war; all the tugs were very close and really sporting events. Our team has received the knives, which are much appreciated; and wish to thank the Executive for these prizes and for the outing.

A boxing contest was held recently at depot, bouts being arranged between the local pugilists of the district and our own boys, under the refereeing of the popular and well-known North Sydney boxer, Bob Bryant. The contest and winners are as hereunder:—

1. Bout of 4 rounds, two local lads, Reg. Bennett v. R. Williams (8 stone). Bennett declared winner on points.

2. Bout of 4 rounds, two local lads, Roy Bennett v. F. Thorne (8 stone 6 lbs.). Bennett declared winner on points.

3. Bout of 4 rounds, Navy League and local lads, L. Butcher v. M. Schoer (9 stone 5 lbs.). L. Butcher (Navy League) declared winner on points.

4. Bout of 4 rounds, Navy League and local lads, G. Donaldson v. C. Stone (10 stone). Donaldson (Navy League) declared winner on points.

5. Bout of 4 rounds, Navy League and local lads, B. Collins v. D. Byre (8 stone). B. Collins (Navy League) declared winner on k.o.

6. Bout of 4 rounds, Navy League and local lads, B. Goulding v. Champion (7 stone). Champion (local lad) declared winner on points.

7. Bout of 4 rounds, Navy League and local lads, Nixey v. Simpson. Nixey (thumb out) fight called off. Simpson declared winner first round.

### DRUMMOYNE.

(Contributed by Writer C.P.O. Birmingham)

On Saturday, November 27th, the Company and its friends attended the Navy League picnic held at Shark Island. The trip was a very enjoyable one spent amidst such con-

genial surroundings, and on a day when the sparkling blue water dotted with white sails, combined with the rugged beauty of the North-western foreshores, gave very good grounds for the belief of all true Sydney-siders that our harbour is second to none. So, on behalf of our friends and for ourselves, we wish to heartily thank the Executive Committee for the truly delightful outing.

We also wish to express our appreciation of the hospitality of the Sydney Yacht Squadron on the day of the last race, and our thanks are also extended to Mr. Harry Shelley for the practical way in which he shows his interest in the League.

Christmas is drawing very near—and in consequence a scheme is afoot amongst the "Ladies' Welfare Committee to give the boys a Christmas treat. This is but one of the many ways in which the Committee shows that it is indeed worthy of the name "welfare," and accordingly we thank them for their kind consideration.

Recently this very excellent Committee arranged a bazaar, and as a result of their efforts the sum of over £30 was realised.

An invitation has been received from Lane Cove Company expressing their desire for our presence at their Christmas Party, and we are availing ourselves of the opportunity of an excellent time on Tuesday, December 14th.

The officers of this Company also intend to hold a Social Evening at the depot on December 22nd to celebrate the festive season, but this does not imply, however, that any carousing will be indulged in.

On Friday, December 10th, a party, consisting of two officers and two cadets, went camping for three days down the harbour in the cutter-gig Quambi, and had a very enjoyable time. Off Middle Head on Sunday they encountered North Sydney Company in their cutter.

It may be news to some of the boys to learn that all camping for Navy Leaguers on Shark Island is terminated unless special permission is obtained from the Harbour Trust.

Having exhausted our news we will now conclude by wishing the whole Navy League and its friends a merry Christmas and a bright and happy New Year.

### LANE COVE.

(Contributed by Mr. R. M. Somerville, O.C.)

During the month the usual nightly parades have been held, and instruction in various items has been carried out. Boat drill has also been carried out on Saturday afternoons.

We attended a Church parade at St. Aiden's Church at Longueville on Armistice Sunday, when a memorial tablet was unveiled by Major-General



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### LANE COVE—CONTINUED.

Sir Charles Rosenthal. We, together with the Boys' Scouts, formed the Guard of Honour, and the boys were inspected by the General, who complimented them on their appearance.

The picnic to Shark Island was thoroughly appreciated by the boys and their parents, and each one spent a pleasant afternoon.

The boys are looking forward to the camp at Christmas at Narrabeen, and are hoping to have a good time there.

On Tuesday, 14th December, the Boys' Annual Party will take place in the School of Arts, when each boy will take away something by which it can be remembered.

Recruits for the month, T. Robertson, B. Kent, G. Hudson.

The Lane Cove Company send their best wishes to all the other companies for a bright and happy time during the coming holidays.

### ROSE BAY-BONDI.

(Contributed by Mr. C. J. Hopkins, O.C.)

December 18th, will be a red letter day in the annals of the Rose Bay-Bondi Sub-Branch. It is on the occasion of the opening of the Eastern Suburbs Sailors and Soldiers' Memorial Hall, which will be our training headquarters from that date.

Arrangements are well in hand by the Mayor and Mayoress of Waverley, Ald. and Mrs. Jackman, in conjunction with an energetic Ladies' Welfare Committee to cater for the 300 Navy League Sea Cadets representing the various sub-branches who will form the Guard. Prominent members of the Navy League Executive have signified their intention of being present. Mr. W. Marks, M.P., R.N.V.R., will perform the opening ceremony, after which the boys will indulge in a dip in the surf and enjoy the good things provided, before boarding the special tram which will convey them from and to the city.

All hands are looking forward to this occasion, and as a result of propaganda work we anticipate a considerable accession to our strength in the near future. In anticipation of this we have secured a very fine whaler with two sets of sails and all accessories for the Navy.

We have been congratulated by several of the O.C.'s of the other Companies on this fine acquisition to our sub-branch. The boat has the reputation of being the fastest in the service, and has put up some fine records.

The Navy League outing at Shark Island was a great success. Mr. Hunter (President) and Mr. Cash (Secretary) of the Returned Sailors and Soldiers' Association, Eastern Suburbs, were

present, and enjoyed a sail down the harbour in the whaler (presented by G. E. Fairfax, B.A., LL.D.) which they enjoyed thoroughly.

Our week-end activities include trips to Balmoral, Neilsen Park, Clifton Gardens, Garden Island to take delivery of the whaler, Shark Island to the B. C. Paterson training ship, thence to Birchgrove, and also Balmoral depots was a full day for our last outing. Earlier in the month we sailed our whaler to Birchgrove, accompanied by Coogee-Clovelly in their whaler.

The boat race for the aneroïd presented by the Royal Sydney Yacht Squadron was won by Drummoynne 1st, Birchgrove 2nd, Rose Bay 3rd, and Coogee-Clovelly 4th.

Mr. Harry Shelley, with his usual generosity, was on hand to assist in any way to tow the boats to the starting point, and then to take up position at the finishing point.

From the deck of his yacht "Sea Scout," a fine view of the finish was obtained. The finish between Rose Bay and Clovelly for third position was very close, and had all hands guessing until the line was crossed.

By keeping to the western side of the course Rose Bay boat coxed by 1st officer H. Hopkin, appeared to avoid a good deal of the strong current which the other boats encountered.

Clovelly, on the other hand, had this to contend with, as well as interference from a sailing boat which fouled them, thereby robbing them of a well-merited victory.

The O.C., Mr. Stone is to be complimented on the fine form shown by his boat's crew, and the splendid sporting spirit displayed by him in accepting defeat under such trying circumstances will be borne in mind by all Companies when they cheer him on to victory in the near future.

A very pleasant and instructive evening was spent at Birchgrove depot recently, when the prizes won in the various competitions were presented to the winners.

Items rendered by the Birchgrove Navy League Sea Cadets' brass band during the evening caused very favourable comment on the efficient manner in which they performed, and reflects great credit on their instructor.

We are fortunate in enlisting the practical sympathy of Mr. G. Weymouth (Woollahra Point) of the Rose Bay Motor Yacht Club, who has placed his slips and cradle at our disposal, as well as a donation of £1 towards a tent.

We take this opportunity to wish the completion of the Season to the Navy League and all units of the Navy League Sea Cadets, friends and supporters, and trust that the coming year will be a record one in every way.

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## MOSMAN.

The approaching visit of the Duke and Duchess of York has no doubt been of great assistance in the formation of the new Mosman Bay Branch. Seldom has greater enthusiasm been shown than that at the Public meeting held to form the branch. Mr. Billam, the Organising Secretary of the League, gave a very interesting address on the aims, objects, and aspirations of the movement and Mr. Hammer, Officer-in-Charge North Sydney Company, dealt very interestingly on the work on the north side of the harbour.

Mr. H. R. Currington, who was appointed acting O.C., Mosman Bay, gave a report on the instruction received by the boys, in bands and hitches, semaphore, compass, and a little boat work. He had received the praise of various O.C.'s at the first parade at Shark Island.

Major Scott was duly elected President and Mr. Horton Addison and Mr. Thornley, Vice-Presidents. Some twenty odd boys were enrolled as cadets.

The Mosman Branch are fortunate in having Lieutenant Tom Roberts of 80 Raglan Street as their Secretary. Mr. Roberts' ever-flowing good humour is always an asset to the meetings; and his enthusiasm was already felt when a call for subscriptions brought in more than was necessary to cover all expenses and give the Mosman Bay Branch a liquid start on their aquatic venture.

The sub-branch committee reported very favourably on the progress towards securing a boat shed, drill hall and baths for the boys.

We feel that we have made a very good start at Mosman, the boys have shown alacrity and a keen appreciation of their training and status as cadets, and this during the trying time of inception and performance having to travel to High St., North Sydney Sub-branch for their instructions and boat work. We cannot speak too highly of the hospitality given us by this branch and Mr. Hammer, and this officer has given us his ungrudging help right from the start and advised us during the difficult period of launching Mosman Bay.

A word or two to our Acting-O.C., Mr. Carrington. This gentleman saw war service in the North Sea, and was attached to the Winter section and engaged in mine-sweeping. After the cessation of hostilities he rejoined to clear the mine-fields, and thereafter joined his brother in farming in N.S.W. He has now thought fit to live in Mosman, and his past war service and training in the timber section, combined with his keenness and enthusiasm for the cadet movement, all these qualities will be a valuable acquisition to our Company. Mr. F. Haynes, an able officer from North Sydney Branch, has been trained to help him, and we consider ourselves particularly fortunate in thus obtaining officers so soon.

## CLOVELLYCOOGEE.

(Contributed by Mr. R. Stow, O.C.)

We are pleased to report that our President Mr. E. R. White, and Mrs. White are both recovered from the unfortunate tram accident that occurred to them on the 9th October last. Mrs. White was rather severely cut by a piece of flying glass, and suffered also with bruises and shock; and Mr. White received several bruises. We are thankful that they are both quite well again.

The dances held a short time ago proved a great success, and we wish to thank in these columns all concerned in the work entailed, especially the ladies on their splendid enthusiasm. Thanks are also extended to Miss Jean Hart and Messrs. Roy Reid, and Farmer for their services at the dances.

D. Peters is the cadet who has been adjudged the successful recipient of the Cochrane Book, and his choice is set for vol. I. of the Admiralty Seamanship Manual.

## BIRCHGROVE.

(Contributed by Mr. S. Cooper, O.C.)

Our prize distribution and party took place at St. John's Hall, Balmain, on Thursday, 9th December.

Our President, Mr. T. H. Silk, took the chair, and our Godmother presented the medals and prizes to the successful cadets. A good muster of cadets attended, and the hall was overflowing with their parents and supporters. Musical items were given by Mr. Sid Simpson, who amused everybody immensely, and he was accorded a great reception. Our band, only in being for a few weeks, played a rousing march and some other items which surprised everyone present. It shows that the band is taking its work up very seriously, and says a great deal for the Bandmaster's tuition in such a short time.

Medals and prizes were distributed as follows:—  
NAVY LEAGUE SEA CADETS.

BIRCHGROVE COMPANY—COMPETITION, 1926.

SIGNALLING—"Nicholls" Gold Medal, P.O. J. Cooper; Petty Officers and Leading Seamen "Nicholls" Silver Medal, P.O. G. Walker.

KNOTTING—"Stafford" Gold Medal, P.O. J. Cooper; Petty Officers and Leading Seamen, "Stafford" Silver Medal, Leading Seaman J. Lamperd.

SIGNALLING—"Godmother" Gold Medal, Cadet S. Creamer.

SEA CADETS: KNOTTING—"Godmother" Silver Medal, Cadet C. Heitherington.

SQUAD DRILL—Gold Medal (presented by Mrs. S. Cooper), Ldg. Seaman D. Robertson.

Continued on page 22.



## Sea Picture—Joining a Ship.

G.E.B.

JOINING a ship has all the novelty and interest which a landsman experiences in tackling some new job. And joining his first ship, to the youngster who has been dreaming and reading about the sea and sailormen for years, is one of the most ecstatic moments of his young life. He tries hard to conceal his elation under the mask of matter-of-fact; but his pride in himself and his calling leaps in his eyes and his bearing. And offsetting the heroic one may perceive a slight, anxious tremble about the corners of the mouth he tries so hard to keep firm. The future, boundless and tinged with many a romantic touch, is mysteriously uncertain and not a little awe-inspiring; and he is but a boy leaving the world he knows, the comfort and shelter of a home, and the happy-go-lucky terms of school. His boyhood pleasures—even the irksome restraints—he has taken so much for granted, heedlessly after his kind. Deep down in his sturdy little chest, where his heart is thumping away, he feels something of all this: a poignant joy, laughter and happiness shining through a threatening veil of tears. But he swallows the rising, choking lump, and thrusting his hands deep in the sides of his pea-jacket, tries to whistle a rollicking chanty which for months he has been perfecting.

The story goes of a youngster on his first voyage and a speedy baptism of real dirty weather. Almost half-way in his teens he had been beckoned by "that devil sea," and his father, a fairly wealthy city man, had not dissuaded. "Do the young beggar good!" was perhaps the way he summed up the situation. One bright morning, therefore, he had escorted his young hopeful, the latter resplendent in brass buttons with a new painted sea-chest and canvas bag. An incongruous pair they appeared, as, leaving the waiting cab, father and son strolled down the quay to where lay the wonder-ship, a thing of glistening, fragile beauty in the early morning stillness. The parent clad in traditional city habiliments, with shining topcoat complete, must have guessed the great moment,

the first breathless glimpse the boy had of *his* ship; but he also realised a boy's bashfulness and the hard-fought battle with surging rebel emotions.

He intoned lightly, very evenly: "Well, there she is, Bim! As fine a craft as ever sailed from London Town!" "Not a bad old hooker," replied his offspring rather too carelessly, and a trifle huskily.

He had shaken down, somewhat, by the time the tug cast off way down Channel; had learnt a host of things and unlearned a lot more. He was the youngest 'prentice of the six of them, and his position as such had been driven home quickly and firmly.

Now came the bad weather; all hands turned out to shorten sail late one lowering afternoon. With the rest of the half-deck he stumbled aft to the mizzen. Oh, he knew his station! He'd been aloft before, but not in this raging, tearing sea lashed 'neath a shrieking, rising gale. A sickening fear swept over him; the unsteady platform of the deck was bad enough, but that swaying mast and rigging flying up above him beckoned to sheer suicide. He heard a voice bellowing to drown the wind. It was the mate on watch. "Get up aloft, you young —, aloft d'ye hear?" He saw an arm upraised for a blow and ducked instinctively. Another bellow—the "old man's": "Easy, Mr. Mate. What's the matter, youngster—not scared?" A shade of irony crept in the voice. "Look lively, them sails 'll be gone to Hades if yer don't lend a hand."

The small, abject figure burst into entreaty, his voice hovering in tears: "Please, captain, please let 'em blow away!—p-pa will pay!"

It seemed the right solution to his tortured mind. He heard a loud guffaw which touched him to the quick, and caught a glint of amusement spreading across the faces under sou'westers. Anger flared and burnt through his shaking, huddled frame, and he sprang to the weather-

rigging and was clambering aloft to get out of range of that jeering laughter.

"Well, I'm blowed! Poppa will pay, will he? That's good, very good—ha, ha," the mate rumbled, turning towards the master.

The "old man," squinting aloft, followed the small figure flattened but steadily mounting—"but, Mr. Mate, I guess he'll do; he's made of the right stuff, don't you worry!"

And so youngsters join ships and in time join others. Each vessel, whether an old, proud wind-bag, a fleet, dapper liner or a sober, business-like cargo carrier, has her personality; she is a distinct entity, and stands alone from her kind. The crew are there to care for her, to guide her, and she responds to the right treatment and becomes a prized home, a refuge from the ills of the world and the slippery paths of the shore.

To the sailorman his last ship is always the best ship; an example of a world-wide experience that memory stresses past happiness and kindly extracts in its healing process the barbs of sorrow and adversity. The "last ship" grouch is always permissible, and no one takes much notice; certain in the fact that at some future time, when he's no longer shipmate, the present hooker will be eulogised by the groucher to the skies and the fellows in her declared to be the best bunch he ever sailed with.

### BIRCHGROVE.—Continued.

PRIZES: COMPASS.—1st, Cadet R. Holt; and, Cadet S. Creamer.

CLEANEST BUGLE.—1st, Bugler V. Watts; and, P.O. Norman Allen.

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KNOTTING.—1st (under 12 years), Cadet K. Murray; and (under 12 years), Cadet B. Harvey; 1st (under 13 years), Cadet A. Kinnimont; and (under 13 years), Cadet N. Post; 1st (under 14 years), Cadet C. White; and (under 14 years), Cadet A. Barry; 1st (under 16 years), Cadet Noel Lampard; and (under 16 years), —.

SPECIALS—P.O. Arthur Kendal, Cadet A. Kinnimont, Cadet J. Grace.

As always, we are deeply indebted to Godmother; besides presenting several medals, she gave all the money prizes for the subjects enumerated above; and it was a very pleasing moment when one of our youngest cadets gave her a toy-boat for her little grandson.

We heartily thank Mr. and Mrs. T. H. Silk and our Godmother for donating the refreshments provided for this large Christmas party of cadets and supporters.



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## NAVY LEAGUE OUTING.

The Saturday of the outing was a wonderful day in which to enjoy the run down the harbour and the tea picnic on Shark Island. The ferry steamer turned up on time at Fort Macquarie after taking Navy Leaguers on board at Darling street, together with all the paraphernalia of a picnic. A cool, steady breeze was blowing which tempered the sun's heat, and the island was made just after 3 p.m. By 3.30 p.m. the cadets and children had fed and made good inroad into the casks of ginger-beer, the latter so kindly sent by Messrs. Tooths, Ltd., and Messrs. Toohy's, Ltd.

Companies put on some interesting demonstrations—single-stick exercises, P.J.I. and squad drill. These had to be somewhat curtailed owing to the shortening time, and tugs-o'-war were then organised according to the height of the contestants.

After some excellent and steadily fought tugs, following were the successful teams:—Six feet and

under, North Sydney; five feet and under, Drum-moyne; four feet six inches, Birchgrove.

About 550 persons—adults and children—attended the League's gathering, and all seemed to enjoy the day's outing.

A number of Executive members participated, amongst whom were Judge Backhouse, Messrs. Kelso King, A. G. Milson, J. Payne, H. Cochrane, and J. J. Booth. Amongst the ladies present were Mesdames Mayne, J. Payne, S. G. Green, and Scott.

The steamer cast off for home at 3.20 p.m., disembarking many at Fort Macquarie, and thence to Darling Point.

The winning tugs-o'-war teams are the richer by a knife a piece for every boy in the successful "eights."

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## The Story of the Hottest Moment of My Life

By Captain E. R. G. B. EVANS, C.B., D.S.O., R.N.  
(*"Evans of the Broke."*)

*NOTE.—Everyone has heard of "Evans of the Broke," the hero of that epic destroyer fight in the North Sea in 1917, when two British destroyers engaged six of the enemy, and Captain Evans, with great pluck and gallantry, succeeded in sinking two of the raiding vessels and torpedoing a third.*

THE hottest moment of my life occurred shortly after midnight, April 20th-21st, 1917, whilst the ship, the BROKE, was patrolling with another large destroyer, H.M.S. SWIFT, near the western end of the mine barrage which opposed the passage of enemy submarines through the Straits of Dover.

The night was particularly dark, overcast, and with little wind; high tide occurred near midnight, and the conditions were entirely suitable for one of those "tip-and-run" raids which the Germans occasionally indulged in.

The ships' companies of the two destroyers were at night action stations and only the stokers and watch-keepers off duty were allowed below.

Suddenly, when the two ships were at the eastern end of their patrol line, gun flashes were sighted to the westward, in the direction of Dover. The SWIFT—Commander Ambrose M. Peck, being senior officer—flashed the signal for full speed, and, turning immediately, led us towards the firing; but being an oil-burning vessel she quickly forged ahead, leaving the coal-fired BROKE well astern, for it takes some little time for a "coal-burner" to work up to full speed.

The SWIFT dashed into the attack and encountered six enemy destroyers steaming away from Dover at high speed. She gallantly engaged each of the vessels in passing, and inflicted considerable damage, but then lost some minutes in turning round to follow and attack again. In those days the SWIFT carried a six-inch gun on her forecastle, and every time it was fired those on the bridge were temporarily blinded by the flash, otherwise it is probable that she would have rammed and sunk one of the enemy vessels which she only just missed doing.

Meantime, in the BROKE, we held our gun-fire until the director sights on the bridge came on for firing our port foremost torpedo. The first-lieutenant, Despard, made ready to fire at the second ship in the line, and with coolness and deliberation got off his torpedo. I held on to our course for a few seconds in order to allow the torpedo to clear the tube, before altering to go right in amongst the squadron of raiders.

Standing at the compass, I conned the BROKE with the intention of ramming the German destroyer against which we had launched a torpedo, and before we had "steadied," the controlling officer opened rapid independent fire with our foremost guns, since the range was so very short.

Lieutenant Despard was watching the phosphorescent wake of the torpedo he had fired, and suddenly he yelled out, "We've got her!" I replied, "Got what?" And before he could answer, our torpedo reached its mark, striking a destroyer, which afterwards turned out to be "G.85," plumb amidships. It was a splendid shot, and I still remember the lightning flash and the little cheer which followed from those on our bridge.

My intention had been to ram this vessel, but it was now not necessary to do so. I therefore put the BROKE's helm hard-a-port and swung her bows away for a matter of seconds, and then, just as I had made up my mind that it was time to turn again in order to ram the next boat following astern, my navigator, Lieutenant Hickman, said quickly, "If you put the helm over now, sir, you'll get this next one all right."

I starboarded immediately, righted the helm again, and then we watched. Those in the destroyer we intended to run down had gathered

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what our intention was, but for them it was too late! A cloud of smoke and sparks belched forth from her funnels, and we got a momentary whiff of this as we tore towards her. It all happened in a few seconds, and the feeling of exhilaration as we were about to strike can never be repeated; at the moment we crashed into her port side, abreast of the after funnel, my enthusiasm overcame me, and I shouted out, "That means two months' leave!"

We were now having the hottest of the fight, and our bridge and foremost funnel were riddled with shell fragments and small stuff. The signalman, Lockett, standing alongside of me was blown to bits, and only portions of his clothing were found later on.

The German destroyers concentrated their fire on us, and Leading Seaman Rawles, at the wheel, was very severely wounded by shell fragments; he continued to steer, however, without crying out. Meantime, the Broke's strong bow ground its way into the enemy vessel's flank; in the blaze of the gun flashes we read her name, "G.41," as her bow swung round towards us, while we carried her bodily away on our ram.

The Broke steaming at 27 knots whirled this destroyer practically on her beam ends, so that she could not fire her guns, and it must have been a dreadful moment for those on board as the water poured into the gaping wound we had torn in her side.

One of her torpedo tubes stuck into our bow and was wrenched out of its mounting. Our guns were turned on to the wretched vessel, and we literally squirted 4-inch shell into the enemy's hull.

In reasonably fine weather we always kept three loaded rifles, with bayonets fixed, at each gun, and others at the torpedo tubes and searchlights, besides which cutlasses were provided around the upper deck, and revolvers supplied to the petty officers, and many were kept loaded on the bridge. The anti-aircraft pom-poms were also manned, and so at the moment of ramming, when "boarders" were piped on the fore-castle, the weapons practically fell into the hands of the men who were waiting to use them. In a few seconds after the

shock of collision had been felt, a deadly fire was poured from our fore part into the huddled mass of men who, terror-struck, were grouped about G.42's decks. Many of them clambered up our bow and got on to our fore-castle, to meet with instant death from our well-armed seamen and stokers.

Midshipman Donald Gyles, who was wounded in the eye with a shell splinter, bravely took charge on the fore-castle, and organised a gun's crew from the survivors there who had suffered many casualties, and thus kept the guns continually going. He also repelled the German sailors who swarmed on board, freely using his revolver.

Up on the bridge we had quite a merry time, and although there was nothing very much to do while we were steaming ahead with G.43 on our bow, Despard and the yeoman of signals got off some sixty rounds of revolver ammunition between them.

The destroyer astern of G.42 passed close ahead of us, and, firing heavily on the Broke, set light to some cordite, which was thrown into the air and fell on our bridge, where it blazed away and let us up most inconveniently. We attempted to torpedo this vessel, but the controls were all shot away, and we could get no answer from the tube. However, the next destroyer passing us at close range was torpedoed by the gunner Mr. F. Grinney, although she escaped and made her way back into harbour.

When we broke away from the rammed destroyer there was nobody left alive in her, her stern was sinking more and more, and we had actually steamed right over her after part.

We now made to ram the last destroyer in the line, but this we were prevented from doing through a shell cutting our main steam pipe and killing all the men in the boiler-room where it struck.

The Broke was now on fire on the bridge and amidships, steam was escaping with a horrible noise, and we were rapidly losing headway. Near us was the torpedoed destroyer G.83, towards which we were drifting. Her upper deck was lined with men who shouted in agonised cries, "Sur-

render" and "Save." I replied to them through a megaphone, "All right, we will pick you up." But someone fired a round from the foremost 4-inch gun which passed through our bridge, but it fortunately did not explode.

At this we let her have it. Sub-Lieutenant Peope fired the port after torpedo, while Despard opened with the guns again. We on the bridge witnessed the track of our torpedo as it sped towards its target; it hit the German destroyer on the starboard side near the stern. There was no more opposition now, and we busied ourselves with picking up survivors and generally saving life, after extinguishing fires which had nearly burnt themselves out.

Space does not permit me to write more about this exciting little affair. The Swift and Broke picked up about 140 survivors, and when dawn broke I went off my bridge to cheer up our own wounded, and to tell my ship's company all that had taken place; but in spite of our fifty-seven casualties, which is a lot for one small ship, I found my men so occupied in giving the German prisoners a fried egg and bacon breakfast that I pocketed my little speech and quickly returned to my bridge, more to think about getting my disabled craft back into Dover harbour than to dwell on the incidents of the hottest moments of my life!

## SEA TOLL

Darkness and a blast of hail  
A sullen roaring,  
Sudden o'er the Starboard rail,  
A green sea pouring.

Back to even keel again,  
With scuppers hissing;  
Seven gaping, dripping men,  
Another missing.

Somewhere, many fathoms down,  
A sailor's lying,  
Somewhere in a dismal town—  
A woman crying.

(By COURTESY Sydney Morning Herald.)

## A Shipwreck on the Pelew Islands.

BY G. A. LOWERY

I HAVE just finished reading a quaint old volume published in London in 1788 and entitled "An Account of the Pelew Islands situated in the western part of the Pacific Ocean, composed from the journals and communications of Captain Henry Wilson and some of his officers, who, in August, 1783, were there shipwrecked, in *The Antelope*, a packet belonging to the Hon. East India Company," by George Keate, Esq., F.R.S. and S.A.

According to the latest "Chamber's Encyclopedia" the Pelew or (Palau) Islands, about twenty-five in number, were discovered by Spaniards in 1543, and visited again in 1696. Mr. Keate thought that these early voyagers had simply passed by the group, and he was convinced that the *Antelope's* crew were the first white men who had ever landed on any of the islands. The *Antelope* struck a reef at midnight on August 9th, 1783. All hands reached one of the Pelew Islands close by. The natives were most friendly, but some of them proved adept at stealing various articles saved from the wreck. One of the crew knew Malay, and he managed to interpret between the native king, Abbe Thulle, and Captain Wilson. The Englishmen set to work to build a large boat, and in this vessel, named *Oroolong* after the island where they had first landed, they set out from the Pelews on November 12th, 1783, and on November 30th they reached Macao. Whilst engaged on their vessel the seamen had got to know the natives well. On several occasions they helped the king in his attacks on hostile chiefs, and the white men's muskets won many battles for Abbe Thulle, Captain Wilson was in consequence made a "Rupack" or chief of the first rank, and was given a sort of "Order of the Bone." He was told that this bone should be rubbed every day; should be defended valiantly; and should never be torn from his arm but with the loss of his life.

One of the crew named Madan Blanchard stayed behind when the *Oroolong* sailed, as he had determined to spend the rest of his life with the islanders. He "was a man of singular character,

about twenty years of age, of a grave turn of mind," and "it was well known he had formed no particular attachment on the island." One feels that there is some truth in the author's comment that "Unfortunately, he was unable either to write or read, otherwise his memoirs, since the year 1783, might be infinitely more interesting than those of half the ministers and statesmen of Europe." Abbe Thulle's second son, "Prince" Lee Boo, sailed away with the Englishmen, only to die of small-pox on December 27th, 1784. The following inscription was placed over his grave:—

TO THE MEMORY  
OF  
PRINCE LEE BOO,

A native of the Pelew, or Palos Islands; and son to Abbe Thulle, Rupack or King, of the island Cooroora; who departed this life on the 27th of December, 1784, aged 20 years.

This stone is inscribed by the Honourable United East India Company as a testimony of esteem for the humane and kind treatment afforded by his father to the crew of their ship the *Antelope*, Captain Wilson, which was wrecked off this Island on the night of the 9th of August, 1783.

"Stop, Reader, stop! let Nature claim a tear—  
A Prince of MINE, Lee Boo, lies bury'd here."

One wonders if Madan Blanchard ever again saw white men, and what his ultimate fate proved to be.

"..... The chape that toiled together  
In Trade and Doldrum black horn weather:  
Stood their trick on a beggarly whack  
Of junk and limejuice and mouldy tack,  
Soured and holystoned, reefed and furl'd,  
Watch and watch round the whole wet world."

C. FOX BARRER.

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## A ROYAL COLONIAL INSTITUTE LECTURE.

Captain D. A. Whitehead gave a most interesting lecture during last month at the Royal Colonial Institute on "Aspects of Defence."

His argument may be briefly summed up in the conclusion that, primarily, it was necessary for Australia for her own defence to have a large and efficiently trained army; that its size should, at the present time, be only limited by the inescapable factor of man-power and, by the extent of the national purse; and that the authorities should keep abreast of the tide of change that is so marked a feature of the leading armies of the world. This change is the increasing replacement of horse and man-power by the motor and other mechanical appliances for artillery and commissariat purposes. An up-to-date modern battery is now motor-drawn, and these haulage vehicles are capable of traversing the roughest of country.

In a short, introductory survey of the strategical problem of Empire Defence and of keeping inviolate the great Empire trade-routes, Captain Whitehead frankly assumed that sea-power was the first and paramount essential; that for the Empire as a whole and, in particular, for the British Isles, it was the corner-stone of its very structure.

He pointed out what an enormous protection the Singapore Base, when completed, would prove for Australia and India and for the vast trade lines leading to the East.

The lecturer then focussed his attention on the problem of the defence of Australia, and by a very tenable argument reasoned that a strong land force should be the primary aim and the strongest arm of defence; that in comparison the air and sea forces should be definitely subsidiary in the general defence scheme, while allowing that cruisers and armed-convoy vessels would be a necessity, should hostilities occur, to protect the raw produce of Australia bound en route to its destination. In thus segregating the defence of Australia from the wider one of Empire defence, Captain Whitehead found it was very necessary that the Commonwealth should be in the position to maintain an army of say 600,000 men, equipped and mechanised with the latest apparatus, and which could be

mobilised with speed and precision.

We would interpolate here that the lecturer, on the basis of the narrower problem—that of Australian defences *per se*—came to a consistent conclusion in thus stressing the major importance of the land force; but we venture to suggest that, for the present at least, and for practical purposes, local defence is intimately bound up in Empire defence considered as a unified whole. It is essential, therefore, that Australia keep her eye on the wider aspect. The direct contribution by ships and personnel and financial aid towards the establishment and maintenance of Empire bases is a burden that must not be burked. For, above all, in the last result, such preparations spell peace; and so long as cohesion and help from the autonomous countries of the Empire is forthcoming to this end, little risk of local attack is incurred. If by some means an attack were made it is inconceivable that the point of attack would be left in isolation any long period of time; and, moreover, Empire defence, assuming its adequacy, and in its totality, gives the greatest protection to the scattered, component parts by reason of the fact that any potential aggressor knows what the consequence of any rash action may be.

By focussing and isolating the problem to Australia the lecturer cast it in a clear light, yet in thus narrowing the field of inquiry there is a tendency to leave what we submit is the wider problem in the shadow. His reasons were cogent and weighty if it be true that Australian defence can be profitably organised and analysed without relation to the Empire problem.

It is perhaps a good thing sometimes for us to have our attention drawn to this very vital question of our national life, and for the pros and cons to be argued on the assumption that in this matter we must rely on our own resources; and we are indebted to the lecturer for his masterly deductions from the facts at his disposal. His plea for an efficient and strong army we cannot but endorse. Let us have this to the fullest extent of our means; yet we must not lose sight of the greater problem and our responsibilities thereunder, which is to maintain an equitable and proper security for the whole sisterhood of nations by means of our Empire Navies.

## H.M.A.S. TINGIRA.

Assault-at-arms 2nd Dec., 1926, at Lyne Park.

Many spectators attended this function at the invitation of the captain and officers of the training ship, and were much impressed by the smartness and efficiency displayed by these young naval trainees. The programme filled a very pleasant afternoon, and was in the form of competition between the four divisions of the ship. A special action instruction was carried out wherein the competing teams among other things had to assist in the evacuation of a small party of men and stores, divided from the relieving force by a river. Heaving lines were thrown, sheer-legs hoisted, and tackle rigged in quick time, and the men and stores hauled across to safety.

A display and competition of field gun drill was another important item of the afternoon. The crews struck one as being particularly adept in the handling, limbering and unlimbering, and changing the wheels of the carriages.

Team drills, gymnastic games, and physical exercises and cutlass drill, with the concluding excitement of tugs-o'-war, completed a very fine demonstration wherein the boys showed the suc-

cessful efforts of their instructors and staff in the prowess and fine spirit that permeated the divisions.

In the presence of the Governor, Lady de Chair presented the sports prizes and the divisional trophies, and thereafter Sir Dudley de Chair gave an inspiring address to the assembled ship's company. He stressed the fact that each one of them would soon be entering in reality one of the finest professions in the world. He complimented them and their officers on the day's example of the fine training and work done by the Tingira, mentioning that it was a cause of regret that the institution was soon to cease.

Many present must have felt the same regret uttered by the Governor.

That the work of training boys for the service when in their middle teens should be interrupted, even for a short period, seemed on that day, with such a vivid, practical illustration of their splendid morale and discipline before one's eyes, almost catastrophic. Perhaps no other event could drive the peculiar truth so well home. The first principal of naval efficiency that the sailor must be trained for his vocation at an early age was more than evidenced and vindicated by this memorable and last assault-at-arms of H.M.A.S. Tingira. Much praise is due to Commander R. C. Garcia, his officers and instructional staff, for the smartness, efficiency, and traditional discipline showed by the boys.

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### PLEASE NOTE.

Contributions of a suitable nature are cordially invited, and should be addressed to the EDITOR, THE NAVY LEAGUE JOURNAL, Wentworth Building, 6, Dalley St., Sydney.

The Navy League does not necessarily endorse the opinions of Contributors to the Journal.

All alterations of standing advertisements should reach the Journal NOT LATER than the 1st day of the month of issue.

PHONE: B 7808.

### AIMS AND OBJECTS OF THE NAVY LEAGUE.

THE NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principles of National and Imperial policy COMPLETE NAVAL PREPAREDNESS FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.

Its objects are:—

1. To enlist on Imperial and National grounds, the support of all classes in MAINTAINING THE NAVY AT THE REQUISITE STANDARDS OF STRENGTH, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUOUS PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy. IN CONJUNCTION WITH THE AIR FORCE, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WELDS US INTO ONE IMPERIAL WHOLE.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self respect in the spirit of their Motto—  
"FOR GOD, FOR THE KING, FOR THE EMPIRE."
6. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.

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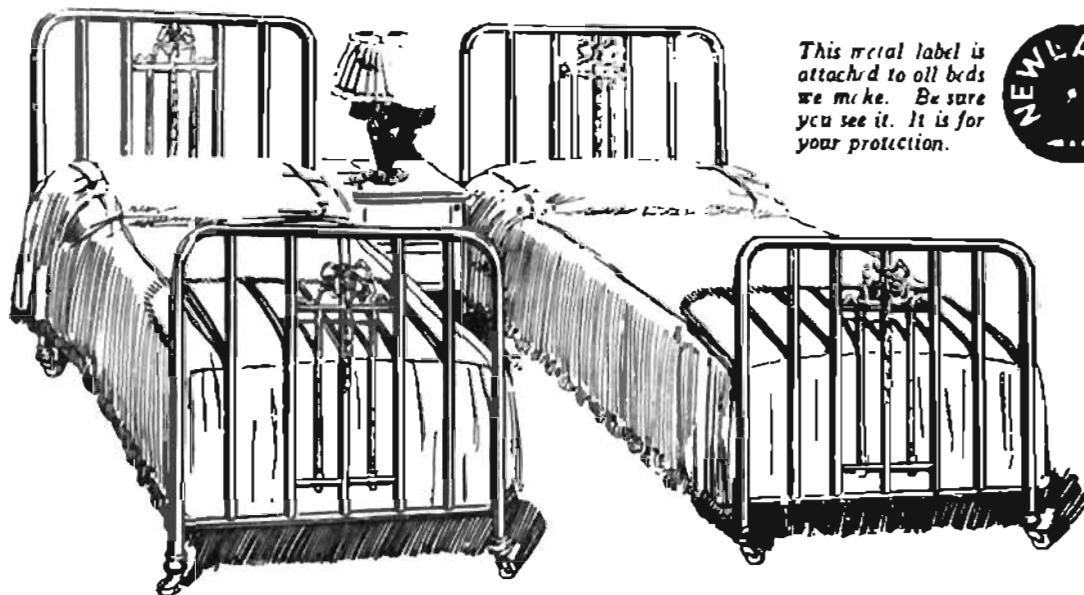
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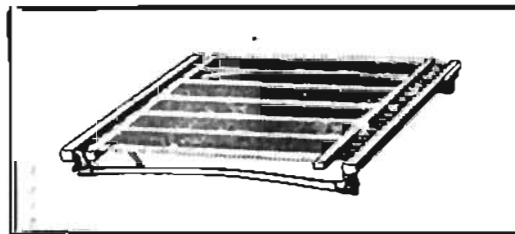
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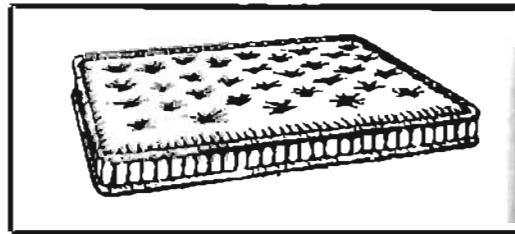
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